DeLoreanWorld

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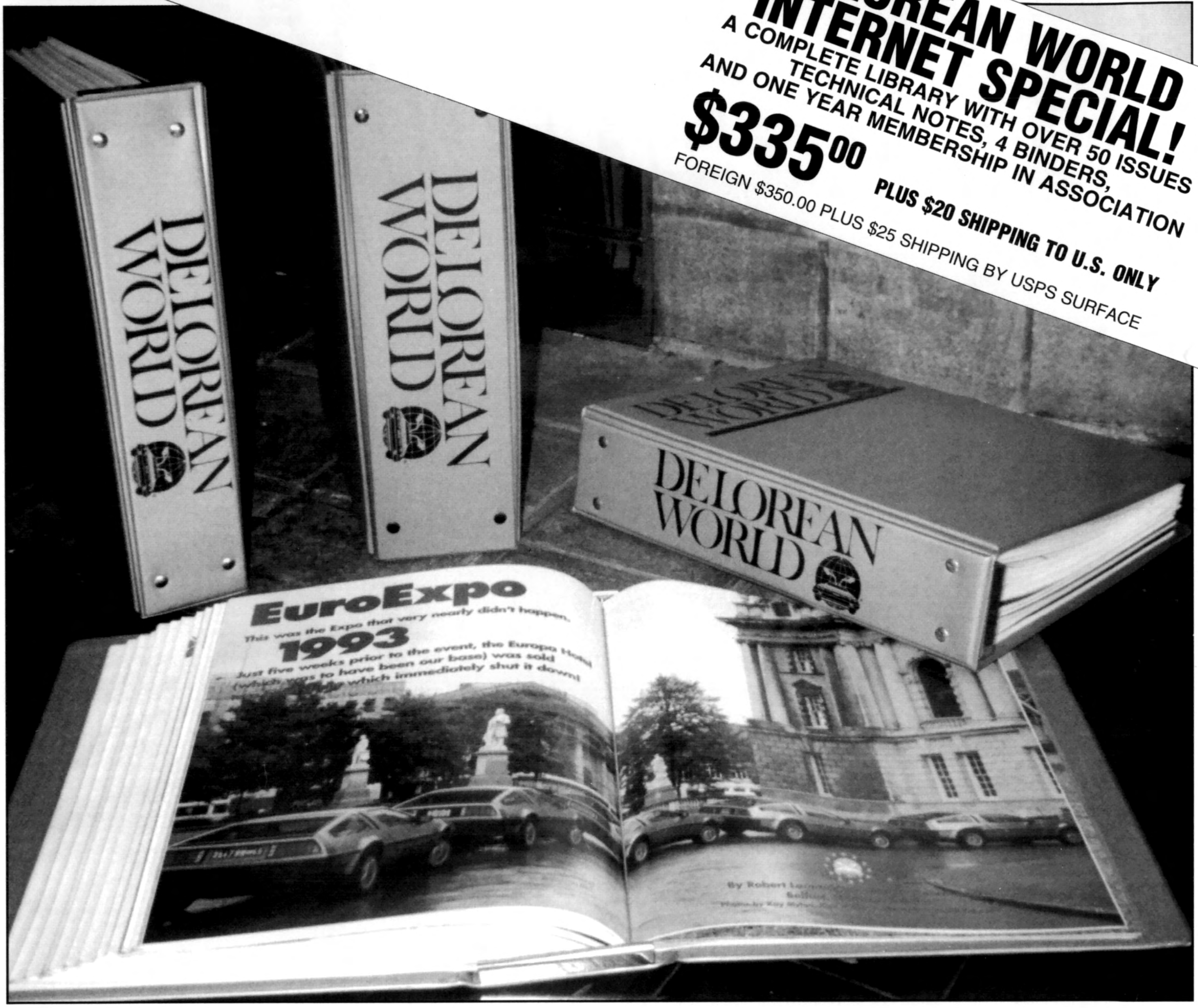

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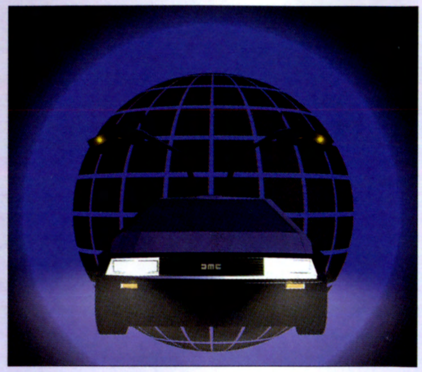

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DeLoreanWorld

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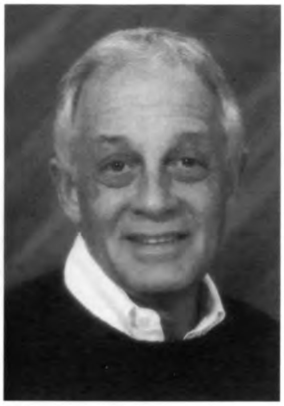
PRESIDENT'S MESSAGE

By Ed Bernstein



I've seen bumper stickers on Fords that state "Life's too short to be driving Chevys" and the Chevrolet drivers have one that states "Life's too short to be driving a Ford".

I've never seen a Ferrari with a bumper sticker on it! I think that's because Ferrari owners believe they are living life to the fullest and they live their dream to the extreme every day.

A recent Infiniti commercial features a grieving, hysterically crying, widow at a graveside, while her deceased husband is being lowered into the ground with a smile on his face, seated behind the steering wheel of his car. One mourner turns to another standing near to him and whispers, "She really loved that car".

Anyone can go to an automobile dealer tomorrow and buy a Ford, Chevrolet or a Lexus. It's no big deal!

If you've got the cash or a reliable source of income you may even be able to be driving a Ferrari by noon tomorrow.

There is no limit to the number of these automobiles in the world and the owners seem to derive a sense of identity driving them. Even within such of the aforementioned marques, there appears to be a ladder of one-ups-manship.

I know its hard to believe, but I don't think the owners of the Lumina, Cavalier or Escort are excited about owning their cars. It's just transportation to them and they do the best they can while staying within their budget.

Of course the water spraying, mud splashing, pylon swerving owners of Mazdas, trucks and utility vehicles are another story. Forget styling, fuel economy and annual insurance premiums, the owners of these boring modes of transportation are trying to justify to themselves that they made the right decision when they decided to buy their set of wheels. Come 'on, they could be driving anyone of these pseudo image makers by 6:00 tonight if they have a job and a few bucks to put down.

What I don't understand is why so many DeLorean owners don't drive their cars and are so dedicated to buying their repair parts at the closest Pep Boys, Napa or Chief auto parts store. Maybe it's because they are really wannabes dressed up like DeLorean owners.

I believe there has to be a certain amount of self respect lost while they're waiting for the tow truck to arrive and they're stuck in a parking lot at the supermarket, school, office or country club and their DeLorean won't start. They begin to question their intelligence in purchasing the car and unfortunately, also question the integrity of the car itself.

They pen a new phrase, "Life's too short to be driving DeLoreans", in fact, they wonder if they'll still be alive by the time the tow truck arrives, let alone wondering "if that stainless piece of junk will ever run again".

They have no one to blame but themselves for their dilemma. They trade-in that Ford, Chevy or Lexus before the warranty has expired and they're out driving a new one in less that 36 months. But, they're mad as can be with their 16 year old DeLorean, because it's stuck and they haven't extended the effort to maintain it correctly.

The cost to maintain and/or correctly repair a DeLorean is probably a lot less than the sales tax and registration on that new car they may be considering, and the new car won't be worth 1/3 of what a sharp DeLorean will be in the next 5 years.

So I ask these owners to quit complaining and take care of their DeLorean automobiles correctly.

Life's too short to be driving anything except a DeLorean, a Lamborghini or a Ferrari sportscar!

CALENDAR OF FUTURE **CAR EVENTS**

by Jim Hales, Parade / Events Director

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present an Events calendar in DeLorean World. Please submit the following information for each event:

Location (state, city/town, place)
Date (three or more months ahead of the time you received each issue)
Name, address and telephone number for further information
Hold the notice size to 30 - 40 words

Please submit entries to:
Jim Hales, Parade/Show Director
2651 Altamira Dr.
West Covina, CA 91792

CALIFORNIA: San Gregorio, Sept. 6. Second Annual Car Show, sponsored by Optimists Volunteers for Youth at the Camp. Call Ron, (415) 341-0650.

CALIFORNIA: Watsonville, Oct. 18-19. Swap Meet, Car Show and Silver Auction at Santa Fe County Fairgrounds. Call Hal, (408) 270-3760.

CALIFORNIA: Pleasanton, Nov. 8-9. Eighth Goodguys Autumn Get-together at the Fairgrounds. Call (510) 838-9876.

ILLINOIS: Bloomington-Normal, Sept. 4-5. Fall Carlisle Midwest Collector Car Show at Interstate Center. Call (717) 243-7855.

INDIANA: South Bend, Sept. 21. One Day Swap and Car Sale at South Bend Motor Speedway. Call (708) 563-4300.

INDIANA: Muncie, Sept. 25-28. 18th Annual Rebel Run Rod & Custom Nationals. Call Fred Stoeker (317) 768-6141.

KANSAS: Topeka, Oct. 18-19. 11th Annual Mopar Super Weekend at Heartland Park. Call (816) 260-5305.

MAINE: Owls Head, Aug. 31. Antique Motorcycle Show sponsored by United Bikers of Maine at Transportation Museum. Call Kevin Parks (207) 594-4418.

MAINE: North Berwick, Sept. 3. Antique Car Show sponsored by North Berwick Historical Society at Mill Field. Call Betty Hall (207) 636-3775.

MARYLAND: Churchville, Sept. 5-7. Sixth Annual Big M Birthday Bash Car Show at Big M's Restaurant & the Bel Air Drive-In. Call Wyre Productions Inc. (410) 879-5558.

MASSACHUSETTS: Somerville, Sept. 7. Edsel 40th Anniversary Show sponsored by New England Chapter EOC at Assembly Square Mall. Call (508) 744-9198

MICHIGAN: Dearborn, Sept. 6-7. Pre-33 Car, Truck, Motorcycle and Bicycle Show, sponsored by Henry Ford Museum at Greenfield Village. Call (313) 271-1620 ext. 520.

MICHIGAN: St. Ignace, Sept, 12-14. Second Annual Dick Crane Memorial Truck Show. Call Ed Reavie (906) 643-8087.

MISSISSIPPI: Pascagoula, Sept. 6. Annual Car Show sponsored by Trent Lott Middle School at Jackson County Fairgrounds. Call Anthony Ladner (601) 938-6465.

NEW JERSEY: Mount Laurel, Sept. 6. Seventh Annual Antique Car Show sponsored by Y's Men. Call Jack Carcannheue (609) 235-3753.

NEW JERSEY: Upper Saddle River, Sept. 7. Antique Classic Auto and Motorcycle Show sponsored by North Jersey A's at Prentice Hall. Call Larry Ziff (201)818-0677.

NEW JERSEY: Flemington, Sept. 14. Seventh Annual Collector Car Show at Flemington Speedway. Call Lee Fusco (610) 837-2890.

NEW JERSEY: Somerset, Nov. 8-9. Lost in Time Indoor Car Show at Garden State Exhibit Center. Call (800) 436-3039.

NORTH CAROLINA: Charlotte, Oct. 24-26. 17th Annual Charlotte in the Fall Classic. Collector Street Machine Show at Metrolina Expo. Call V. McBryde (704) 435-6198.

OHIO: Cleves, Sept. 7. Oldies Drag Races. Car Show and Swap Meet sponsored by Eastgate Classic Chevy Club at Edgewater Sports Park. Call Dave Applegate (513)769-1956.

OREGON: Brooks, Sept. 7. Third Annual Orphan Car Show sponsored by Willamette Valley Studebaker Drivers Club at Antique Powerland. Call (503) 378-7546.

PENNSYLVANIA: Bensalem, Sept. 7. Antique and Classic Auto Show sponsored by Lower Bucks Region AACA at Bensalem K-Mart. Call Fern Gross (215) 295-6528.

PENNSYLVANIA: Reading, Sept. 7. 21st Pontiac and Oakland Show sponsored by Keystone State Chapter POCI at A.W. Golden Pontiac. Call Don Haley (610) 640-5247.

PENNSYLVANIA: Richboro, Sept. 7. Pontiac Show to benefit Bucks County Foster Children at Davis Pontiac. Call Ron (610) 847-8151

PENNSYLVANIA: Lancaster, Sept. 27-28. Jason Woods Octoberfest Classic Rod, Custom and Truck event. Call (717) 872-5768.

PENNSYLVANIA: Carlisle, Oct. 2-5. Fall Carlisle at Carlisle Fairgrounds. Call (717) 243-7855.

VERMONT: Bennington, Sept. 12-14. 31st Annual Swap Meet, pre–'73 Car, Truck and Motorcycle event sponsored by Chamber of Commerce at Willow Park. Call Mike Williams (802) 442-2311.

VERMONT: Bennington, Sept. 13. Hemmings Motor News Annual Open House, 4-7 pm at company grounds. Call Jane Farrer (800) 227-4373, ext. 567.

VIRGINIA: Fort Monroe, Sept. 6. 24th Annual Antique Car Show, sponsored by Historic Virginia Peninsula Region, AACA. Call Steven Clarke (757) 868-7569.

WASHINGTON: Ferndale, Sept. 7. Cougar, Lincoln, Mercury, Edsel and Pantera Show by Cascade Cougar Club. Call (360) 668-0243.

WISCONSIN: Racine, Sept. 7. Second Annual Classic Car Show sponsored as benefit for Racine Zoo. Call Steve Jordon (414) 639-5385.

WISCONSIN: Jefferson, Sept. 27-28. 20th Annual Swap Meet, Car Corral and Car Show sponsored by Madison Classics at Jefferson County Fairgrounds. Call (608) 244-8416.

THE ELIMINATION OF CHAPTERS

by Millie Bernstein

Inserted in the last issue of DeLorean World was a sheet announcing that the Board of Directors had decided to eliminate the concept of Association chapters. The move was not taken lightly.

DeLorean World was at the printer when the decision was finally made, so our only chance to get the word out to the membership was to insert the sheet. Of course, all chapter coordinators were personally contacted.

Here is the reason we made the decision. The Association is incorporated in the State of California as a non-profit corporation. As such, we come under several strict regulations. Also, the Internal Revenue Service considers the entire Association, including the activities of its chapters, as one entity for purposes of reporting income and expenditures.

In early 1993, the IRS was questioning our total income and expenditures. To protect ourselves, we eliminated the then existing chapters, wrote a set of chapter bylaws that would meet the criteria for reporting all income and expenditures, and asked the chapters to reorganize under the new rules. Some did, and their accounting books were consolidated with National's. Some did not and those were no longer considered official DeLorean Owners Association chapters. This avoided problems as long as the official chapters reported their income and expenditures to us for inclusion in our annual tax reports.

But some chapters were unable to comply. We wanted to continue to encourage local groups to meet and to drive their cars, but we still needed the paperwork. Some complained about it as well as what they perceived to be a lack of support from the Board.

The decision was then made to eliminate all official chapters. The Association will now report only what passes through National.

We still encourage groups everywhere in the world to meet – and to talk – and to drive their DeLoreans. If these groups wish to have a group name, they may call themselves anything other than the “DeLorean Owners Association”. We will honor legitimate requests for help and we also encourage viable groups to describe significant past, present and future planned activities in illustrated articles for possible inclusion in DeLorean World.

AUTOMATIC TRANSMISSIONS

by Dick Shipman, Technical Director, and Don Steger, Owner, DeLorean Motor Center, Garden Grove, CA

If your transmission is not operating normally, here is a way to check and see if the solenoids or computer governor need to be replaced.

Below the resistance (silver/white) unit, which is located on the left center of the fire wall (illustrated below), there is a round cap on the governor computer.

1. Remove the cap and you will see a five wire plug (only three are wired).
2. Using an ohm meter, place one lead on the center wire (common), and the other on either outside wires. Be sure to made a note of the reading.
3. Take meter lead off the outside and place on the other outside wire. Note the reading.

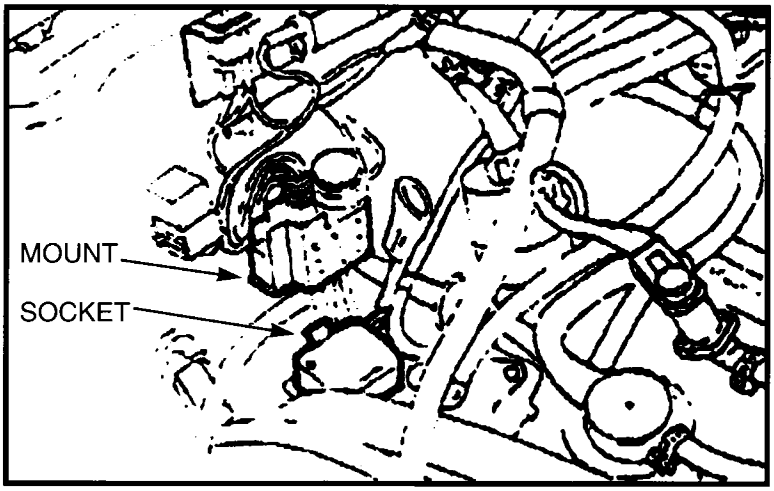
If the readings are basically the same, then the solenoids are okay and the computer governor is bad. If they are substantially different, the solenoids are bad.

FIRE HAZARD

The fluid lines that feed from the transmission and the transmission cooler are rubber and are adjacent to the engine exhaust system.

With the age of the cars being over 15 years, these lines can crack and leak on to the hot exhaust system and start a nice fire under the car without you knowing it until its too late. It is suggested that anyone who owns an automatic transmission, regardless of mileage, immediately replace the hose that is closest to the exhaust system.

The part number is: 108493 oil delivery pipe



GOVERNOR COMPUTER WIRING SOCKET AND MOUNT

TechQuest

by Dick Shipman, Technical Director

Tech Quest is a feature of Delorean World. Send us your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As this year's technical director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to the Association's Technical Director, at 10568 Ashton Avenue, Los Angeles, CA 90024. Fax (310) 474-9524.

From: John Lark, MN

Q: My cooling fans frequently recycle every ten or twenty seconds every time I turn on the air conditioning. What is the cause?

A: Your A/C freon level is too low, or the system needs to be evacuated and re-charged. Also check the otterswitch in the return coolant pipe. See DeLorean World Vol., 13, No. 4, Fall 1996 for test procedure. If the forgoing items are found to be OK, then the low pressure switch by the accumulator located at the rear of the right front wheel needs to be adjusted. This can be done by inserting a pair of needle nose pliers into the low pressure switch and turning the adjustment screw clockwise to increase the cycle time. Do not turn excessively or it will freeze the system inside the car. Decrease the cycle time by turning the adjustment screw counter-clockwise.

From: Ralph, CT

Q: My battery is dead and it's new. How do I trace the short?

A: There is a strong possibility that you do not have a short in the system, but the door switch plunger needs to be adjusted, has a missing rubber tip, and needs replacing.

One can test this by closing both doors and looking between the door and the jam to see if the light is on. (Do it at night, as it is easier to see.) If the light is on, the problem is with the switch. Note: Both door lights are wired in series and all go on at the same time.

DELOREAN HONOR ROLL

of Experienced Cars

Cars over 200,000 miles:

4889	Ed & Millie Bernstein

Cars over 150,000 miles

1420	Greg & Carol Gruetzmacher
2841	Tom & Barbara Gomez
2872	Nic D'Alesandro

Cars over 100,000 miles

1250	Bruce Lasuta
2147	Jack Balderston
2915	Mike Roberts
3507	Greg & Petra Linstad
5700	Bill Whiting

Congratulations!

A FULL SIZE WINDOW

by Robert C. Brandys, Hinsdale, IL

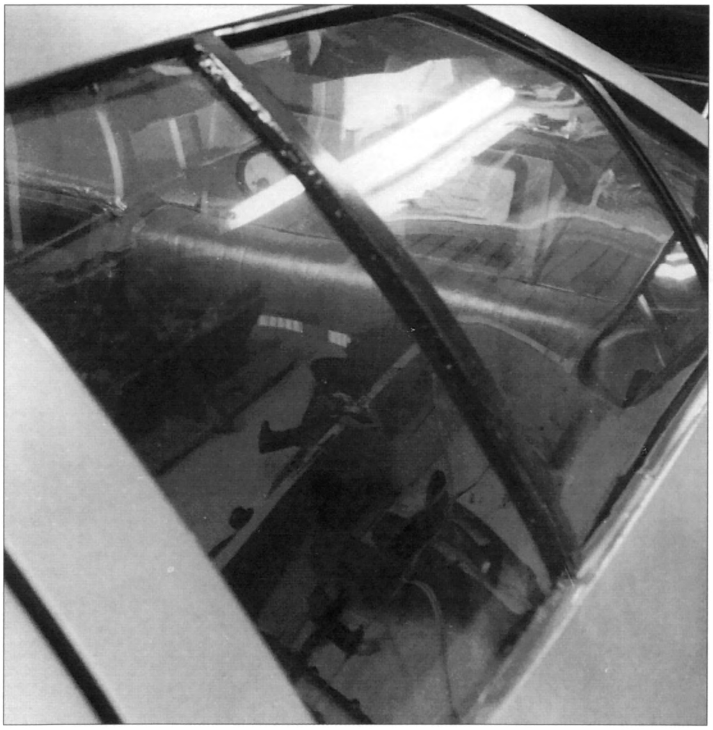
Three years ago I bought a DeLorean that needed to be restored. The passenger window was broken, so I decided to look inside the door to find out why the DeLorean did not have windows that went all the way up and down, like a normal car. When I looked inside the door, there was not a lot of room, but it appeared to be just enough.

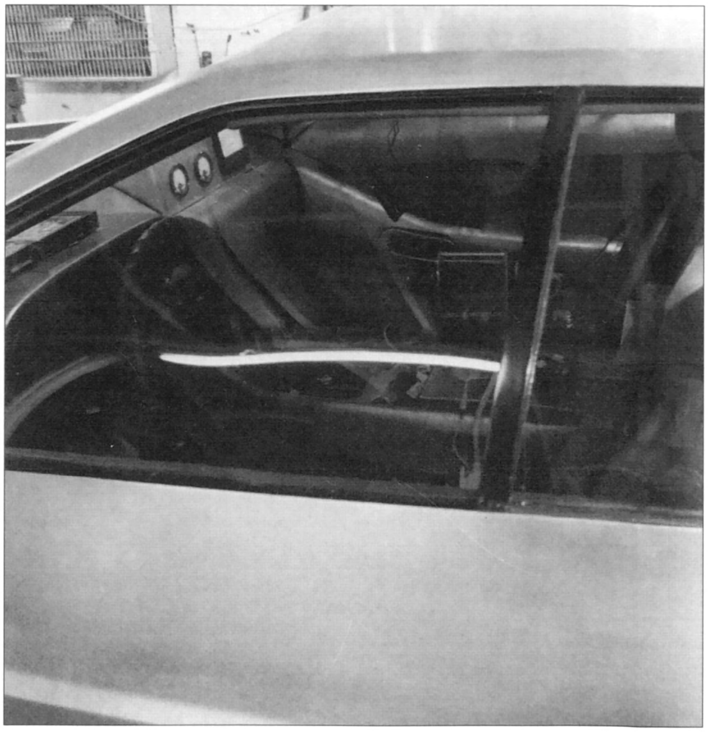
After six months of engineering and design fabrication, my DeLorean now has real windows (see pictures). I have a video of the windows that I will put on the Internet soon. The installation required only a few 1/8th inch holes to be drilled in the interior braces of the door. The original windows can still be reinstalled and the car will be original. However, after experiencing the pleasure of these windows, I don't think I'll ever put the original ones back into the car.

Here is an idea of the cost of the project:

Fabricate, mill and bend custom channels for each door (2 per side)	$2,000
Fabricate 3-piece windows for each side (Lexan® smoke tint to match vehicle)	$1,200
Custom manufactured electric window motors	$1,000
Moldings and weather stripping	$400
Design engineering (50 hours @ $50/hr)	$2,500
Installation at $500 per door	$1,000
TOTAL	**$8,100**

Cost will be approximately $8,000, depending on the quantity that can be processed at one time. Contact: Robert C. Brandys, 635 Harding Road, Hinsdale, IL 60521-4814, 708-325-2083.





DeLorean service bulletins

provided by Dick Shipman,
Vice President / Technical Director

DeLorean World has obtained most of the early service bulletins issued by the factory but never published. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.

service bulletin 41

SUBJECT:
Cooling Fans Cutting Out on Vehicles Prior to VIN 2483

ACTION:
In the event of the above condition, the following action must be taken:

1. Change cooling fan thermal trip Part No. 106085. (25 AMP) to 106086 (35 AMP)
2. Change blower fan thermal trip Part No. 106086 (35 AMP) to 106085 (25 AMP).

CURRENT CONSUMPTIONS:

Cooling Fans	Blower
22A. Min.	17A Max.

service bulletin 45

SUBJECT: External Mirrors

ACTION:
Supplier Code - H041- Harman International
We are introducing a modified door mirror which is produced by the supplier of the existing mirror.
They are not interchangeable due to appearance differences, the modified mirror having Sundym glass which is edged finished and longer mounting bolts which eliminate the spacers used with the present mirror mounting.
Supplies of the present mirror will continue to be available under existing Part Nos. 100586 and 100587.
Supplies of the modified mirror will be available shortly under Part Nos. 110418 and 110419.
Introduction at VIN 5930.

service bulletin 48

SUBJECT: Front Hub Retaining Nut

ACTION:
As a result of "D" washer deformation, a new nut has been introduced Part No. 110191. This nut is interchangeable with olds and it provides larger surface contact with "D" washer.

Introduction VIN 5582.

www.delorean-owners.org

by Ray Haug, Internet Director

That's the location for the No. 1 DeLorean web site on the Internet — the home of the DeLorean Owners Association. Visit the site today and see the new look, the new features, the ease of finding information about the DeLorean and the Association, and best of all, the On-line Membership Renewals, Expo Reservations, and Products Ordering.

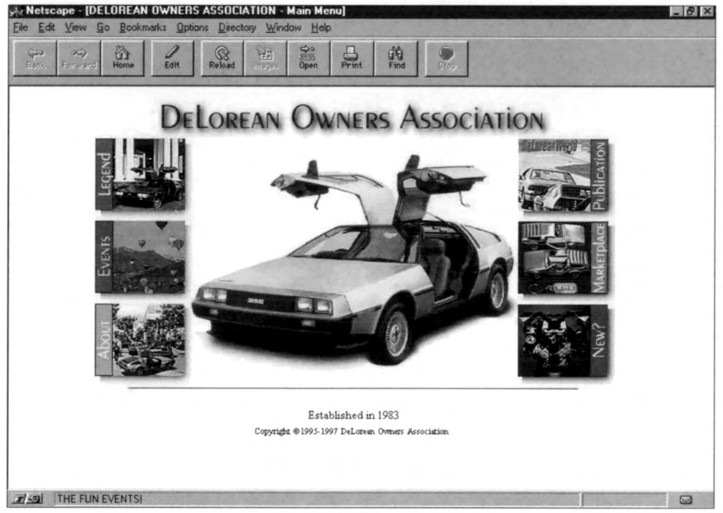
In the two years it has been on the Internet, the Association Web Site has matured from an alpha version, which was a part of David Takeuchi's DeLorean Home page, to the beta version, which was created by James Espey approximately 18 months ago, to the exciting site you will see today just by typing:

http://www.delorean-owners.org

in the Open Location space on your favorite web browser.

THE VISION

The vision for the revised Association Web Site was created during the Association's Board of Directors weekend meeting that was held early this year. The Board recognized the value of having a presence on the Internet and the need to maintain a site that attracted DeLorean owners and enthusiasts around the world to visit on a regular basis.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THE FUN EVENTS!

Established in 1983

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The Board identified that the purpose of the Association Web Site is to:

- Promote the DeLorean automobile
- Promote the DeLorean Owners Association.
- Promote membership in the Association.
- Generate income/sell products.

The Board then expanded the purpose into a set of goals which formed the frame-work for the revised Association Web Site and the establishment of a Web Team to implement the suggestions of the Board of Directors.

THE REVISED SITE

Exciting visual effects with a 3-D Association logo, and familiar DeLorean sounds greet you in the opening *Home Page.* Enjoy the full experience before being automatically transferred to the *Welcome Home Page* to begin your adventure in the revised Web Site. Repeat visitors may bypass the opener by clicking on the Association logo, or simply bookmarking the Welcome Home Page.

At the Welcome Home Page a beautiful DeLorean is magically created right before your eyes with colorful site navigation buttons to guide you through the Site. Section navigation buttons in the left frame will appear to guide you through the various subsections. Major sections include:

- *The Legend*
- *The Events*
- *The Association*
- *DeLorean World*
- *What's New*
- *The Marketplace*
- *The Index*

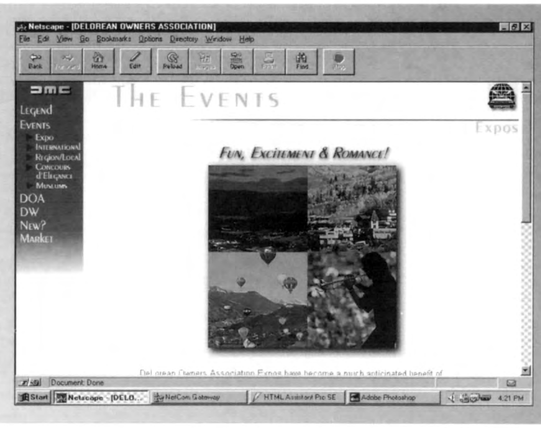
The Legend is the area that boasts the wonders of the DeLorean. The Introduction area includes a brief history of John DeLorean and the DeLorean Motor Company, a description of the car, inception of the car, how many where made, what years they were built, etc. The Description provides more details about the car including performance figures, engine/chassis layout, body configuration (i.e., stainless steel, gull-wings, etc.). The Pictures area contains many images showing off the car's beauty. Buyer's Tips includes descriptions and pictures of what a buyer should look for in purchasing a DeLorean. Differences identifies changes that occurred from the first '81 to the last '83. Tech Talk tells of some common problems/fixes without giving the whole kit and caboodle away — need to become a member and receive DeLorean World for that!

The Events is meant to interest the prospective member/non-member to really look forward to attending the fun and exciting events that members of the DeLorean Owners Association enjoy: to make them want to be a part of such fun and become a member to feel as though they belong. *The Expos* section includes complete information, schedule of events, and reservation forms for the upcoming Association Expo, and photos and locations of past Expo's. The *International* area highlights DeLorean events and activities held around the world. The *Regional / Local* area presents announcements of events of interest to DeLorean owners and enthusiasts, and news articles of events where Association members have participated. The *Concours d'Elegance* section is for those owners interested in maintaining their DeLorean in showroom condition, showcasing their DeLoreans in competitive situations, or just plain showing it off everyday to the world. The Museums section provides information where enthusiasts may see DeLoreans, including two gold DeLoreans.

The Association presents information on the DeLorean Owners Association. *Introduction* briefly describes and explains the history and mission of the Association and stresses that ownership of a DeLorean is not a prerequisite. *Membership Benefits* is a brief explanation of benefits members of the Association enjoy, including the activities, and DeLorean World magazine. *Join* is an on-line Membership Application with easy to submit sign up form. *Renewal* is an on-line renewal form. *Change* is an on-line form to submit any changes in your personal information. All credit card information is sent in an encrypted manner to a secure server on our web host server. *Directors* provides the names and e-mail addresses of the Association Board of Directors.

DeLorean World presents information on the Association's DeLorean World magazine. *Current Issue* includes a cover photo and index of the most recent DeLorean World magazine. *Past Issues* includes a thumb-nail cover photo and brief indices of recent issues. *Technical Index* presents a complete cross-reference of technical articles with DeLorean World issues.

What's New is meant for regular visitors. They can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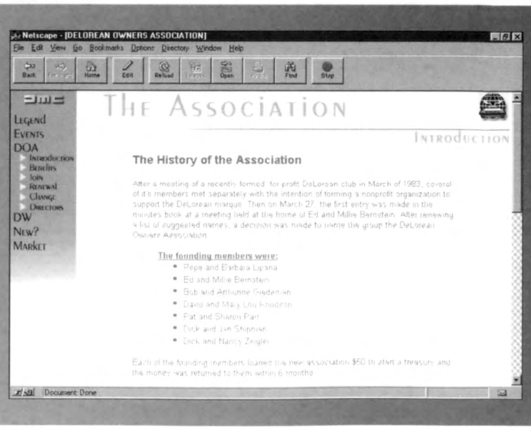
DeLorean Owners Association Expos have become a much anticipated benefit of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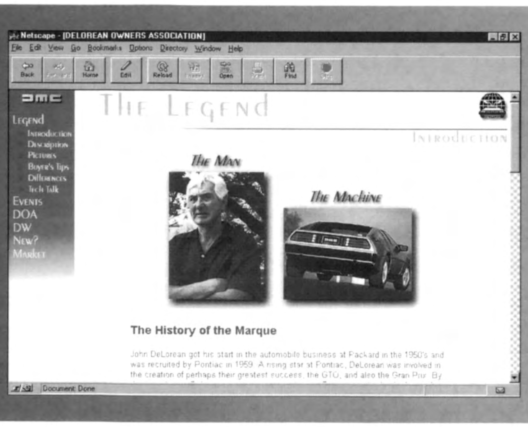
The History of the Association

After a meeting of a recently formed, for profit DeLorean club in March of 1983, several of it's members met separately with the intention of forming a nonprofit organization to support the DeLorean marque. Then on March 27, the first entry was made in the minutes book at a meeting held at the home of Ed and Millie Bernstein. After reviewing a list of suggested names, a decision was made to name the group the DeLorean Owners Association.

The founding members were:

- Pepe and Barbara Lipana
- Ed and Millie Bernstein
- Bob and Arthunne Giedenian
- David and Mary Lou Roudton
- Pat and Sharon Parr
- Dick and Jan Shipman
- Dick and Nancy Zeigler

Each of the founding members loaned the new association $50 to start a treasury and the money was returned to them within 6 months.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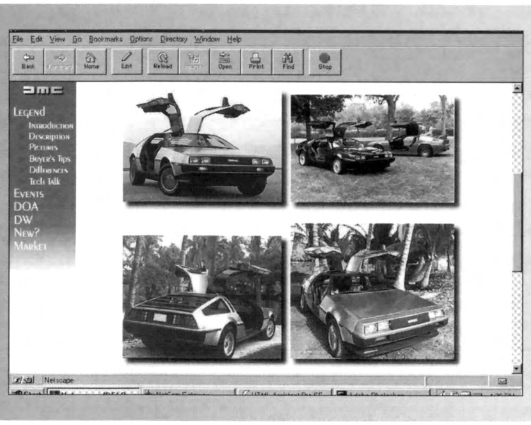
The History of the Marque

John DeLorean got his start in the automobile business at Packard in the 1950's and was recruited by Pontiac in 1959. A rising star at Pontiac, DeLorean was involved in the creation of perhaps their greatest success, the GTO, and also the Gran Prix. By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www.delorean-owners.org
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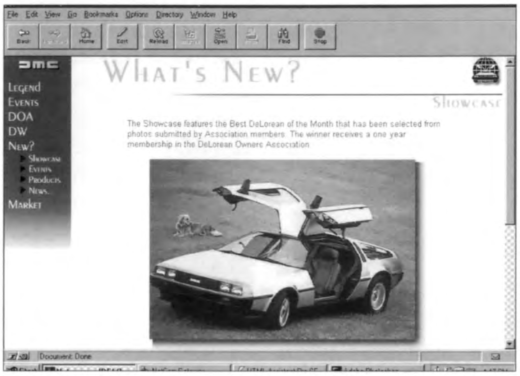


The Showcase features the Best DeLorean of the Month that has been selected from photos submitted by Association members. The winner receives a one year membership in the DeLorean Owners Association.

quickly identify what is new. The *Show Case* section is a simple one-pager that contains a picture of the selected "Car of the Month" with a brief description of the car and its owner(s). *Events* will notify visitors of and up and coming events so they won't miss out. *Products* includes announcements of *New Products* and *Specials* for Members Only. *News* presents noteworthy DeLorean news and happenings reported by Association members around the world.

The Marketplace showcases Association products, classified ads from Association members, and information on major DeLorean World advertisers. *Public Products* presents the DeLorean Motor Car products that are available to both members and non-members around the world. *Member Products* presents all of the more than 50 Association products, plus over 50 issues of DeLorean World, that are available to members only. *Classified* includes selected classified ads from the most recent DeLorean World magazine for those advertisers that elect to have their ads posted on the Web Site. *Advertisers* presents the major advertisers that have placed full page ads in the most recent DeLorean World and support the DeLorean Owners Association.

The Index is a comprehensive index for the experienced web surfer to go directly to the specific web pages that are of interest at the moment. The Index also highlights the pages that have changed in the most recent site update.

THE WEB TEAM

The Web Team included Hank Breer, Ray Haug (Chairman), David Knudson, Linda Porter, and John Truscott. Following its first meeting in April, the team developed the Board wish list and goals for the Web Site into a Web Site Outline, and a Request for Proposal for web site development that was completed in May. The Web Team then interviewed a number of web developers before selecting Digital Image Studios to develop the revised site.

Digital Image Studios is an experienced designer of multi-media creations, 3D computer animation, and WWW services, including a number of automotive sites. One of its owners, John Ramirez, is a long-time DeLorean owner and Association member and has been able to incorporate his enthusiasm for the DeLorean marque in the Association Web Site. Chris Janowiak is the designer of the beautiful graphics, the creative site layout, the boring programming code, and the exciting 3-D images. Digital Image Studios may be visited on the Web at: www.distudios.com.

Virtual domain hosting is provided by Web Hozt (www.hozt.com) using Adgrafix servers. Jeff Haug of Web Hozt is providing technical support of the web host server, design of the shopping cart, and creation and maintenance of all of the forms used on the Site.

WHAT'S NEXT?

The Web Team members were assisted by Ed Bernstein, Dick Shipman, Don Sigler, Mimi Breer, and Debbie Spurlin in helping Digital Image Studios create this exciting site. All Association members are encouraged to submit photos, announcements of DeLorean related events, and news of interest to DeLorean owners and enthusiasts. Volunteers are needed to help maintain the Web Site, and create exciting feature articles for both the Web Site and DeLorean World magazine.

Members are encouraged to send in their favorite prize winning photos of the DeLorean for entry in the Car of the Month contest. Each month the Web Team and Board of Directors will select one of the submitted photos for posting in the Showcase section of the Web Site, and present the owner of the photo with a one-year membership in the Association.

Members who write Feature Articles, with photos, for use in on the Web Site and/or in DeLorean World will receive a one-year membership in the Association. Selection of feature articles will be made solely by the Web Team or the DeLorean World Editor.

All submittals, questions, comments, and offers for assistance on the Web Site may be sent via e-mail to: webchair@delorean-owners.org or via U.S. mail to:

Ray Haug, Internet Director
1617 Del Valle Avenue
Glendale, CA 91208

All submittals for DeLorean World should be sent via e-mail to: crlink@aol.com or via U.S. mail to:

Jan Detanna, Creative Link
12078 East Florence Avenue
Santa Fe Springs, CA 90670

Happy Surfing. See you at:

www.delorean-owners.org

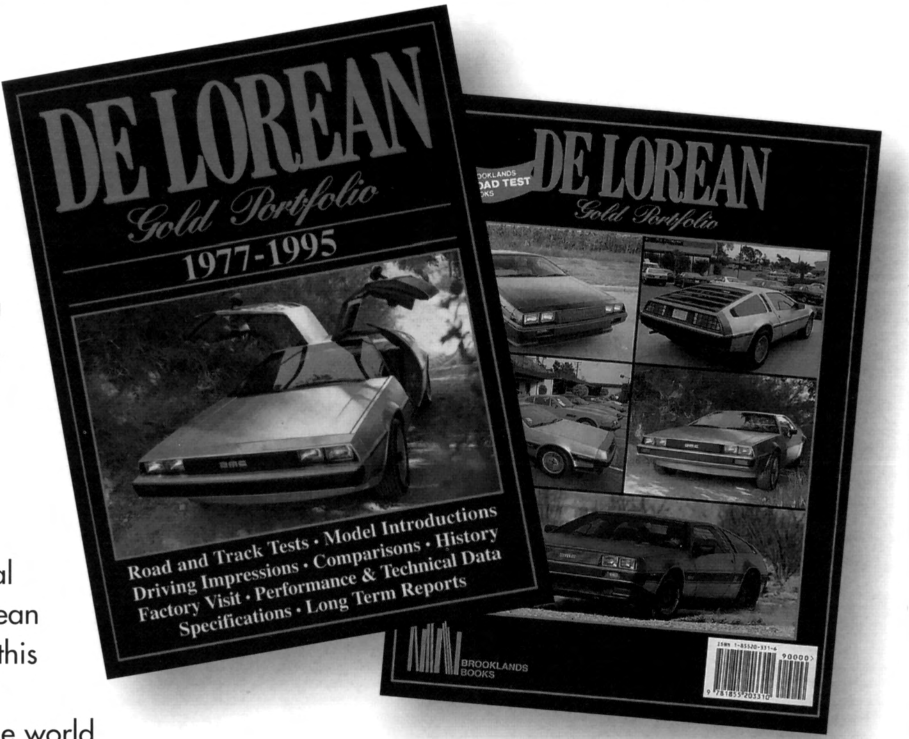
DE LOREAN

Gold Portfolio

1977 - 1995 IS HERE!

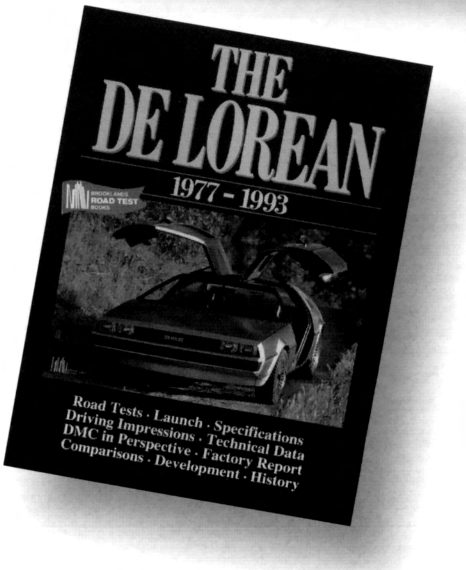
Hot off the presses, the **DeLorean Gold Portfolio, 1977–1995,** is an expanded Brooklands coverage featuring articles by the top automotive journalists from the world's leading automotive publications. Filled with road and track tests, model introductions, driving impressions, comparisons, a factory visit, performance and technical data, specs, long term reports, and so much more. 172 pages, approx 300 illustrations.

$24.95 each + $5.00 shipping.


DE LOREAN
Gold Portfolio
1977-1995
Road and Track Tests · Model Introductions
Driving Impressions · Comparisons · History
Factory Visit · Performance & Technical Data
Specifications · Long Term Reports
BROOKLANDS ROAD TEST BOOKS
DE LOREAN
Gold Portfolio
BROOKLANDS BOOKS

The **DeLorean 1977–1993** is the original Brooklands book that is a must for all DeLorean enthusiasts and owners! No longer in print, this book was published with the cooperation of leading auto magazine publishers around the world and includes reprinted articles from the first in 1977 to two articles in 1993. Road Tests - Launch - Driving Impressions - Technical Data - DMC in Perspective - Factory Report - Comparisons - Development - History. 100 pages.

$16.95 plus $3.00 shipping.


THE
DE LOREAN
1977 - 1993
BROOKLANDS ROAD TEST BOOKS
Road Tests · Launch · Specifications
Driving Impressions · Technical Data
DMC in Perspective · Factory Report
Comparisons · Development · History

Mail or phone order with check or credit card authorization for total amount including shipping charges made out to "DeLorean Owners Association"

DeLorean Owners Association Products
1617 Del Valle Avenue
Glendale, CA 91208
(818) 547-3638 phone/fax

RUST NEVER SLEEPS, PART III

by Bryan Pearce, West Chicago, IL

As the first two articles on this subject have discussed (DeLorean World, Vol. 6, Expo issue, p.36 & Vol. 9, No. 1, p.14), DeLorean frame rust is definitely a problem that is not always apparent until it is too late for cost effective repair.

My primary goal is to drive my DeLorean on a regular basis. I am not someone that can own a DeLorean without the fun of driving it. That means year-round driving in all the wonderful weather of the Chicago land area.

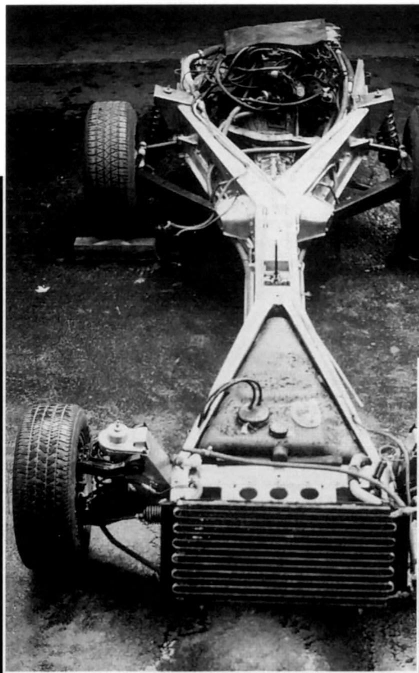
In the spring of 1992, I was changing the engine oil when I realized just how much of the epoxy coating was flaking off the frame under the engine. After some examination, I found that my frame looked like Swiss cheese – well – not exactly, the holes in the Swiss cheese don't usually go all the way through the Swiss cheese.

I visited the DeLorean service shop located in central Illinois and I was told it would take between $2,500 and $3,000 to lift the engine and weld in some replacement sections. I rejected this approach because I did not have any guarantee that the same thing would not happen to the front of the car in another couple of months or years. I began to look for another solution.

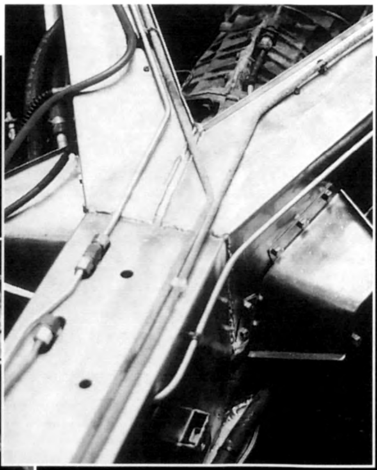
The first step was to contact a West Coast service shop. I was told that my frame could be removed and "fixed" and then reinstalled in the car. As the process was described, I was unhappy with the prospect of driving my DeLorean on a frame that was going to be sandblasted and patched. My chief concern was sandblasting a frame that was already pretty thin in places even without rust, and of course those interior sections that cannot be reached.

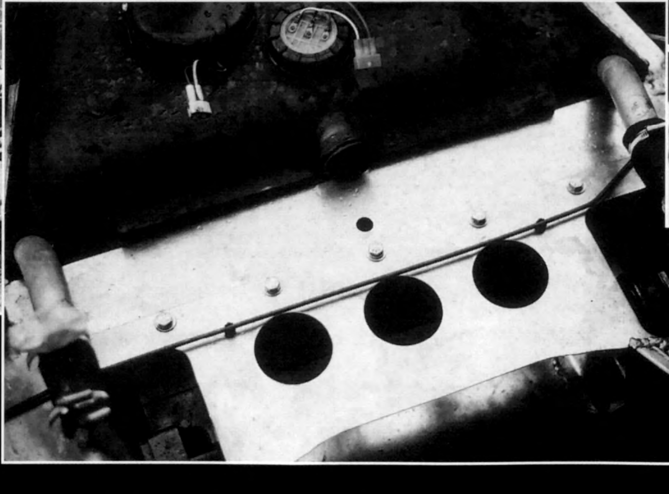
Next I contacted Kapac. They told me they had some frames, but they were not for sale due to – of all things – rust! I went to Kapac to see these frames for myself. Sure enough, I examined ten frames, all of which had rust forming and causing the epoxy coating to bubble and crack. After looking at these new frames, it really seemed that the frames might not have been prepared properly from the very beginning.

I was running out of options for my car and



Left: A top view of the rolling chassis ready to be reinstalled under the car. Right: A top view of the front crumple tube section that is now bolted on and replacable if needed.





Above: A top view of the redesigned trailing arm mounting points providing support on both sides of the trailing arm bolt.

rejected the notion of trying to send it to someone. So I decided to keep an eye on it, strip the loose epoxy, and spray it with rust preventative. It was not until the fall of 1993 that the frame actually became dangerous. The driver's-side rear stabilizer bar broke loose from the lower section of the frame under the engine. It was now time to make a decision and do something about my frame.

I discussed my situation with David Donaldson, a factory trained DeLorean mechanic, and with my father Reginald Pierce, a brilliant Mechanical and Design Engineer who was – and continues to be – my dedicated mentor through my DeLorean repairs and breakdowns.

It was my father who proposed designing a stainless steel frame for the DeLorean as a solution to my situation. As you can imagine, it was an overwhelming task and I had some concern about the fact that the car would then not be original. This became a moot point since the original frame for my DeLorean had rusted away and any replacement would not be original. David Donaldson agreed to do the reconstruction of the DeLorean onto the new stainless steel frame.

During the summer of 1993, I had found a DeLorean that had been totaled and was sitting in the parking lot of a former DeLorean dealership. I purchased this car in the hope that

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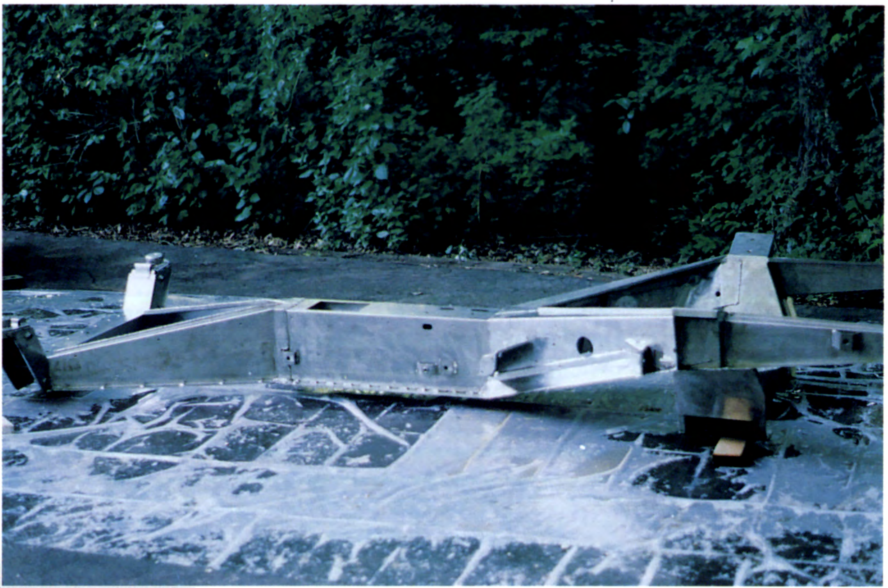
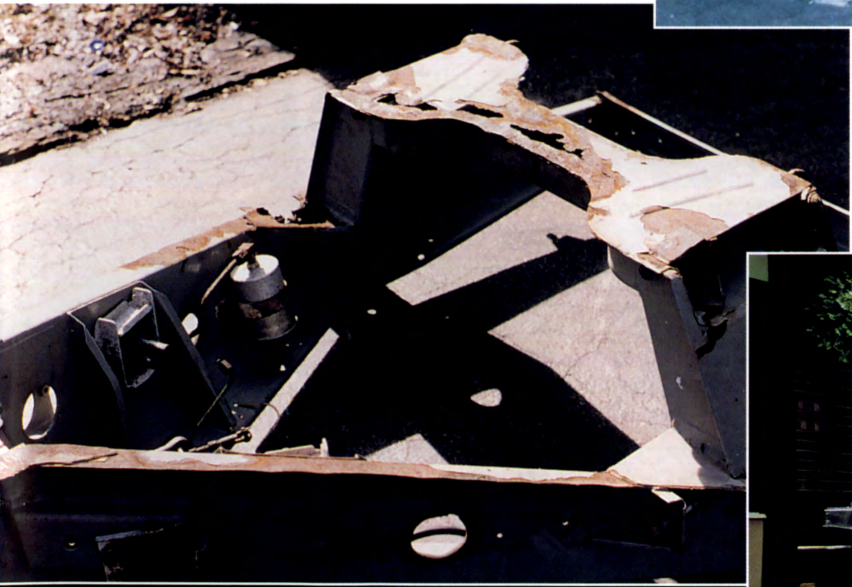
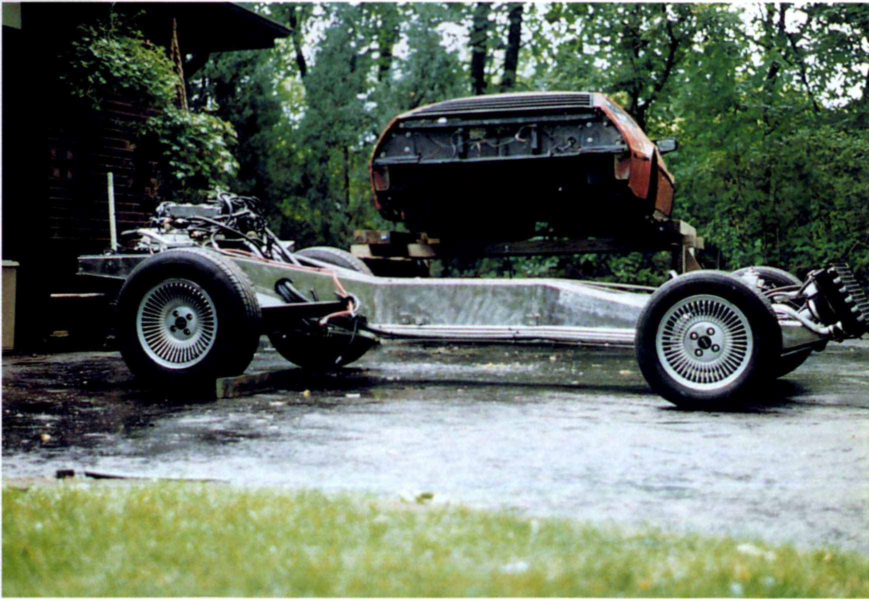
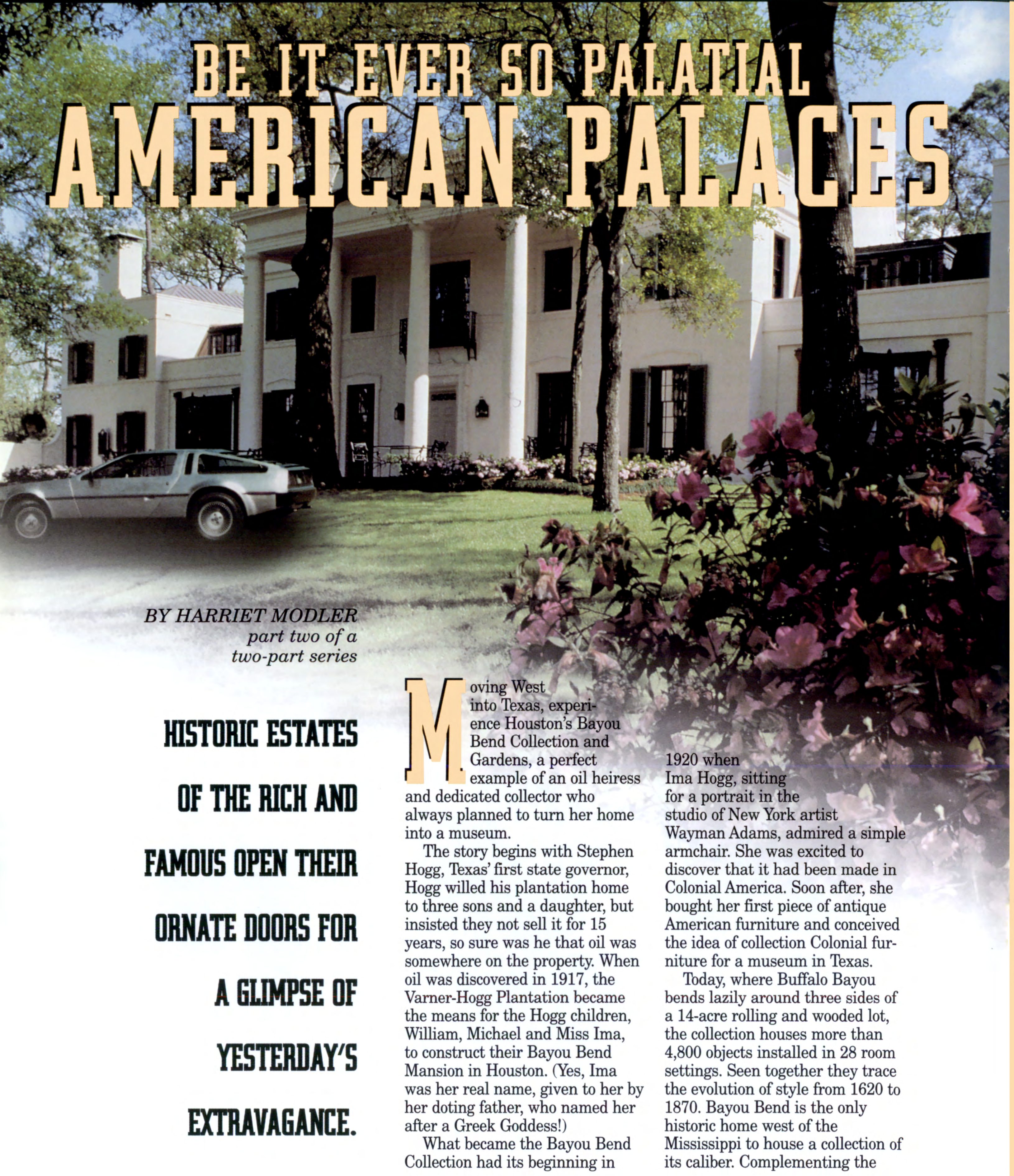




Top: The bare stainless steel DeLorean frame.
Left: An underside of the DeLorean frame from the totalled DeLorean with only 4,500 miles on the odometer. Note the rust on the underside of the engine and next to the fuel filter.
Below: The top half of the DeLorean ready to be lowered onto the new stainless steel frame.





BE IT EVER SO PALATIAL AMERICAN PALACES

BY HARRIET MODLER
part two of a
two-part series

HISTORIC ESTATES OF THE RICH AND FAMOUS OPEN THEIR ORNATE DOORS FOR A GLIMPSE OF YESTERDAY'S EXTRAVAGANCE.

Moving West into Texas, experience Houston's Bayou Bend Collection and Gardens, a perfect example of an oil heiress and dedicated collector who always planned to turn her home into a museum.

The story begins with Stephen Hogg, Texas' first state governor, Hogg willed his plantation home to three sons and a daughter, but insisted they not sell it for 15 years, so sure was he that oil was somewhere on the property. When oil was discovered in 1917, the Varner-Hogg Plantation became the means for the Hogg children, William, Michael and Miss Ima, to construct their Bayou Bend Mansion in Houston. (Yes, Ima was her real name, given to her by her doting father, who named her after a Greek Goddess!)

What became the Bayou Bend Collection had its beginning in 1920 when Ima Hogg, sitting for a portrait in the studio of New York artist Wayman Adams, admired a simple armchair. She was excited to discover that it had been made in Colonial America. Soon after, she bought her first piece of antique American furniture and conceived the idea of collection Colonial furniture for a museum in Texas.

Today, where Buffalo Bayou bends lazily around three sides of a 14-acre rolling and wooded lot, the collection houses more than 4,800 objects installed in 28 room settings. Seen together they trace the evolution of style from 1620 to 1870. Bayou Bend is the only historic home west of the Mississippi to house a collection of its caliber. Complementing the interiors are eight distinctive gardens, created over six decades.

Bayou Bend Collection
and Gardens
One Wescott St., Houston
(713) 520-2600
Open Tuesday through Sunday with 90-minute guided tours available by reservation. Adults $10, seniors and students with I.D. $8.50, children ages 10-18 $5.

* * *

On the Eastern shore of White Rock Lake in Dallas lies one of Texas' more recent showplaces, built by Everett DeGolyer in 1939. The 21,000 sq. ft. home built in the Spanish Revival style was originally known as Rancho Encinal. It was the first air-conditioned house in Dallas, and together with the adjacent Camp Estate, now houses the Dallas Arboretum.

Known as the "Father of Petroleum Geophysics," DeGolyer had diverse interests: He founded Amerada Corporation (now Amerada-Hess), collected books with a passion and owned the Saturday Review of Literature. For that reason, his home revolved around the library containing his collection of 15,000 books. Though his books are dispersed among four major university libraries, the house still retains many original furnishings, including Flemish Tapestries and English antiques.

The highlight of your tour will be the 4-1/2 acres of historic gardens, including the magnificent Magnolia Allee, Rose Garden, Sunken Garden, Wisteria Arbor, unique water features, hundreds of mature trees and shrubs, and Mrs. DeGolyer's own Little Garden. The Arboretum also displays 2,000 varieties of azaleas, one of the nation's largest collections.

DeGolyer House
Dallas Arboretum
8525 Garland Road, Dallas
(214) 327-8263
Open daily March–October, 10 a.m. to 6 p.m. and November–February 10 a. m. to 5 p.m. Adults $6, seniors $5, and children $3.

* * *

From the Beautiful to the Bizarre, no tour of major U.S. mansions would be complete without a visit to the San Jose, California home of Sarah L. Winchester, the widow of William Wirt Winchester, whose repeating rifle "won the West".

What the rifle did for Sarah was another matter. When her husband and small daughter died within 15 years of each other, Sarah visited a spiritualist. Supposedly, the medium suggested that the thousands of deaths caused by the Winchester rifle were to blame for her unhappiness.

In order to assuage the evil spirits, she was sent on a quest that would last a lifetime. She was told to move out West from her Connecticut home and build a house in which she must continually make improvements.

Build she did, employing up to 22 carpenters in the creation of a 160-room home. For 38 years, round the clock, until her death in 1922, the sounds of hammers and saws were never stilled. In the end, she had constructed the world's largest and oddest dwelling, costing $5,500,000.

Now known as the Winchester Mystery House, the home is a shrine to the forces that bedeviled Sarah Winchester. Quirky to the extreme, the house has such strange features as a door built in a second-floor room that leads to a drop outside the house, a narrow staircase of 44 steps with seven turns that rises just nine feet, and a window installed literally in the floor of the south conservatory. The house also boasts one of the world's finest collections of art glass doors and windows purchased from Tiffany's New York.

Winchester Mystery House
525 South Winchester Blvd.
San Jose, CA.
(408) 247-2000
Open daily except Christmas. Guided tours last 65 minutes and include 110 of the 160 rooms. Special tours are given on Friday the 13th, Halloween and at Christmas time.
Adults $12.50, children ages 6–12 $6.50, and under 6 free.

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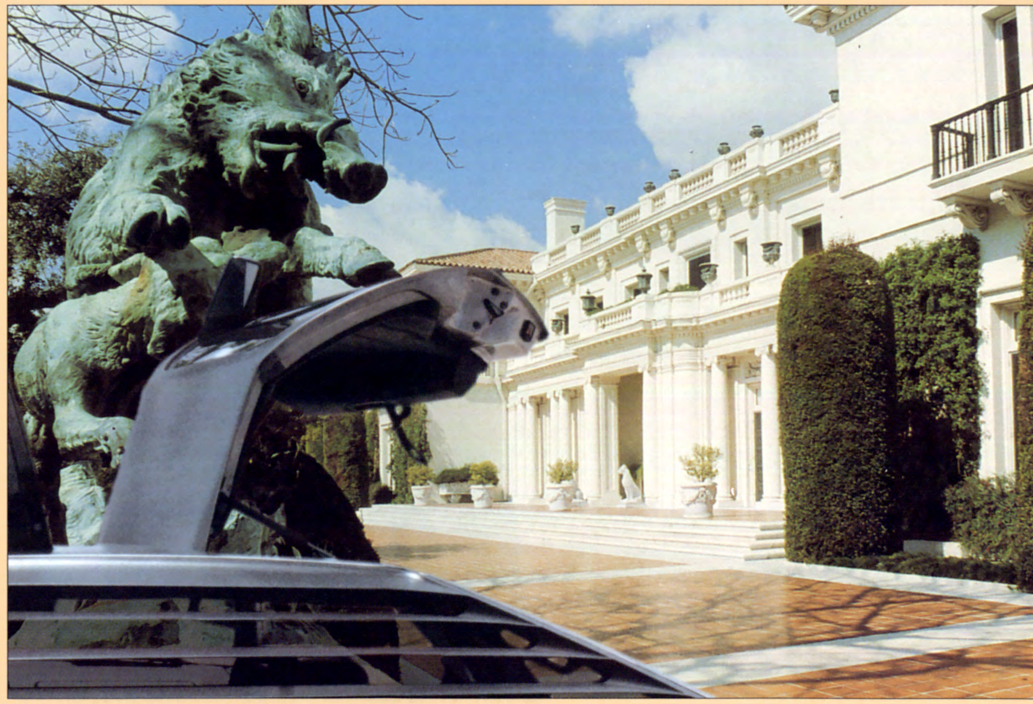


One of the main buildings at the Huntington Library, Pasadena, CA.

DMC EURO FEST

story by Robert Lamrock

photos by Robert Lamrock, John & Joan Truscott

DeLorean World Feature

They came from far and near; Japan, USA, Saudi Arabia, Germany, France, Belgium, Holland, England and Ireland. Association members from around the world once more congregated at the birthplace of the famous gull-wing. It had been four years since the hallowed walls of the former DeLorean factory had seen the like of it, and if EURO EXPO '93 was anything to go by then this EUROFEST was going to be even better.

continued on page 22...

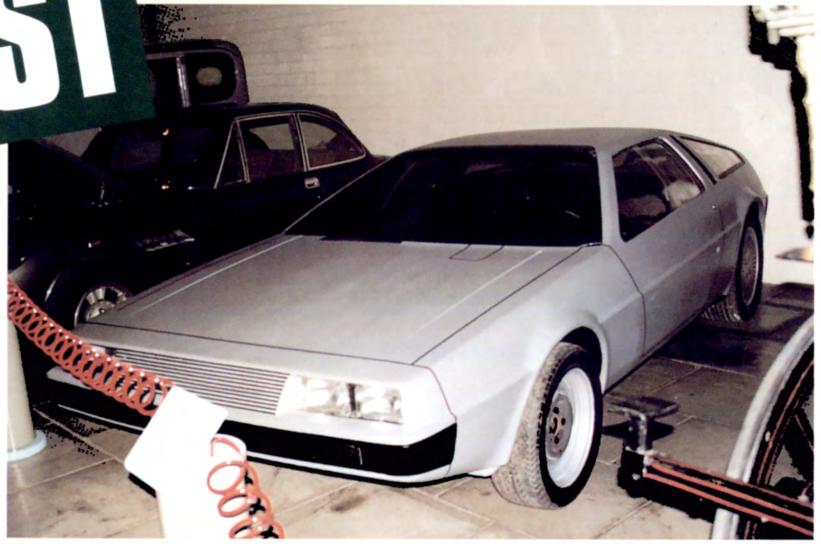
A view of the factory from a helicopter

Belfast ▪ 22nd - 25th May 1997

DMC EURO FEST

Thursday's opening reception kicked off the proceedings and those people who had signed up for the gold pass certainly got a special treat. A limited number of factory original tie-pins were specially gold-plated for the event and these are bound to become collector's items so look out for them.

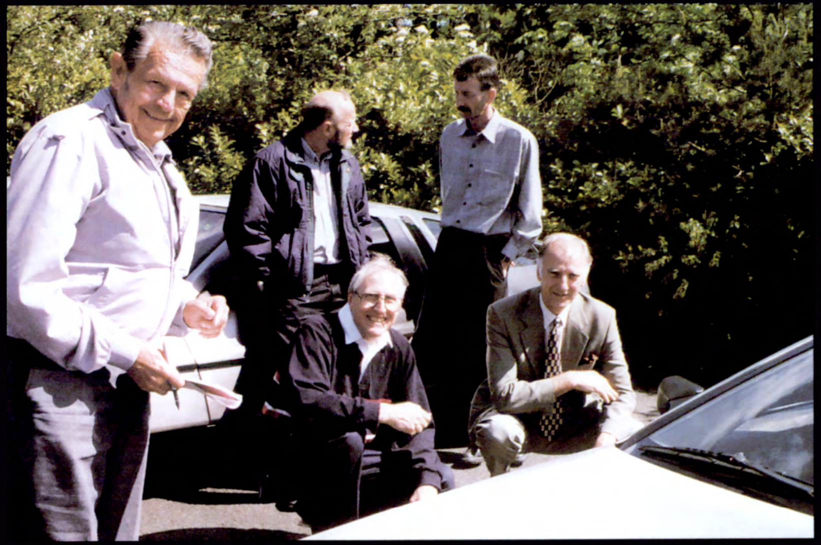
There is a famous Irish stout called Guinness invented by some genius and there was an endless supply of the stuff for those not driving. Yes, this was going to be quite a party. Former DeLorean manager Bill Shorten officially declared the event open and John DeLorean made an appearance! No not quite in person, but an exclusive interview taped last year in New York. There was much to talk about and a busy few days ahead…



Top: View of start of test track from the helicopter. Middle: D's parked in front of Malone House, site of Saturday night banquet. Above: Original plywood mock-up on display in Ulster Folk and Transport Museum. Right: One of only two test cars in Ulster Museum. Covered 50,000 miles in a 12-week period.

Friday morning and the sun was splitting the trees as the convoy of vehicles hit the highway for Dungannon to visit the Tyrone Crystal factory. A fascinating insight into glass blowing and cutting was followed by two of our party trying their hand at cutting some crystal. Osamu Shimohara and John Truscott were chosen for the skillful challenge – Eastern youth versus Western knowledge, and they both made a brilliant effort. Following a purchase or two in the factory shop everyone headed back to the hotel in Dunmurry for the technical seminar.

Mike Loasby the former Director of Engineering had flown in especially to present his fascinating presentation on how the car was made. Numerous questions were asked and Mike was able to dispel myths and qualify facts. Afterwards the product fair allowed everyone to purchase everything from miniature DeLorean model cars to original brochures.



Top: Drivers and Save the Children Fund Helpers. Middle: Concours judges John Truscott, DOA & Alan Hayward & Mike Loasby (kneeling), former DMC engineers. Above: John Truscott being interviewed at the test track by BBC-TV. Right: Concours judge Rob Grady discussing the engine compartment.

That evening saw a visit to the elegant Grand Opera House to see the hit West End comedy – A Passionate Woman. Then there was a pub crawl and night clubbing – who says DeLorean owners don't know how to enjoy themselves.

Saturday and the day that most people had waited for – the factory visit. DeLorean cars assembled at the test track and were briefed by Mike Loasby who had designed it. The helicopter flew overhead in clear blue skies for birds-eye photos. The track was in perfect order, everyone got whisked around one way or another. One mad driver (who shall remain nameless) even went around the track at high speed with his doors open and stereo at full blast! (Whatever turns you on I guess).

Robert McClenaghan of Montupet (one of the current tenants in the factory) led a tour through the old body shop. A small group took time out to see the former training center and guess what they uncovered – some original factory telexes that had survived all these years! Yes there was even still some resins on the floor, there were the original Tellus Carrier lines, this is where it all began, and with just a little imagination…

That afternoon 16 DeLorean cars lined up for a Classic DeLorean car show which was open to the public and the proceeds going to the Save the Children Fund, one of the country's largest children charities. The American car club even came along just to make the overseas visitors feel at home.

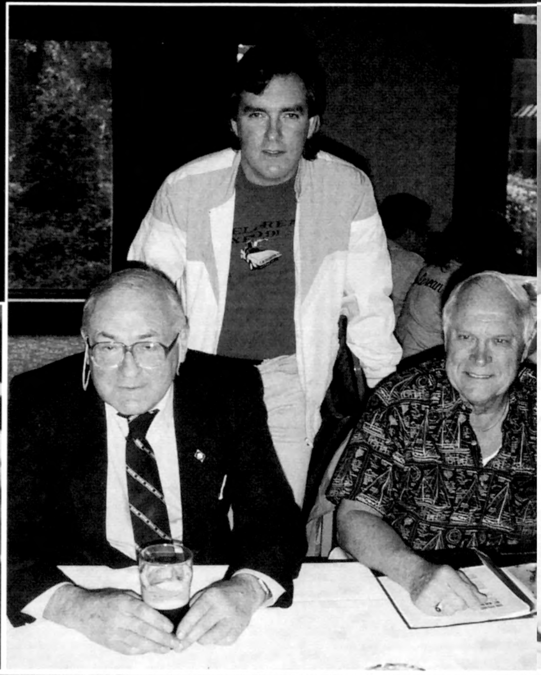
The banquet in the evening was held in the beautiful setting of Malone House in Barnetts Demesne. Following a sumptuous meal the prizes were awarded: Claus and Brigitte Wolfel from Germany who had driven the furthest in their DeLorean to Belfast, and Osamu Shimohara and family from Japan who had traveled furthest to make the event.

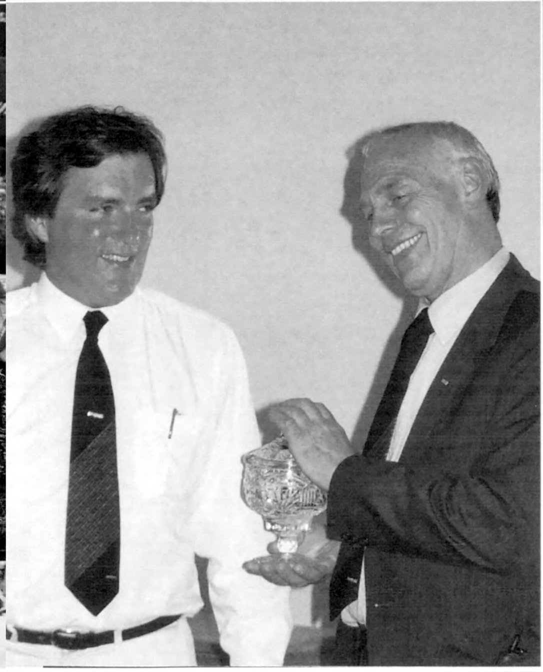
Concours winner was Adrian Rice from Belfast with the Geneva Motor Show DeLorean! Highly commended were Ian Titley, Alan Henry, and Anthony Conway with one of the rare right hand drive cars. People's choice was awarded to Dermot Kelly and Michael Guy from Dublin for their tomato red DeLorean.

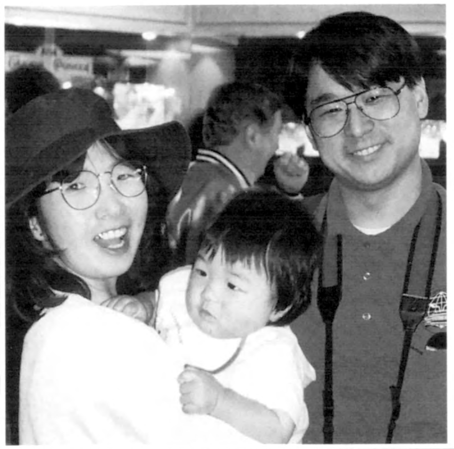
A mint condition copy of Stainless Steel Illusion was auctioned and James Espey fought off a bid to secure one of only 14 original DeLorean Directors ties which Mike Loasby had kindly donated. Chapter 38 coordinator Dave Howarth was presented with a special crystal chalice to mark his dedication and contribution to the Association over the past years.

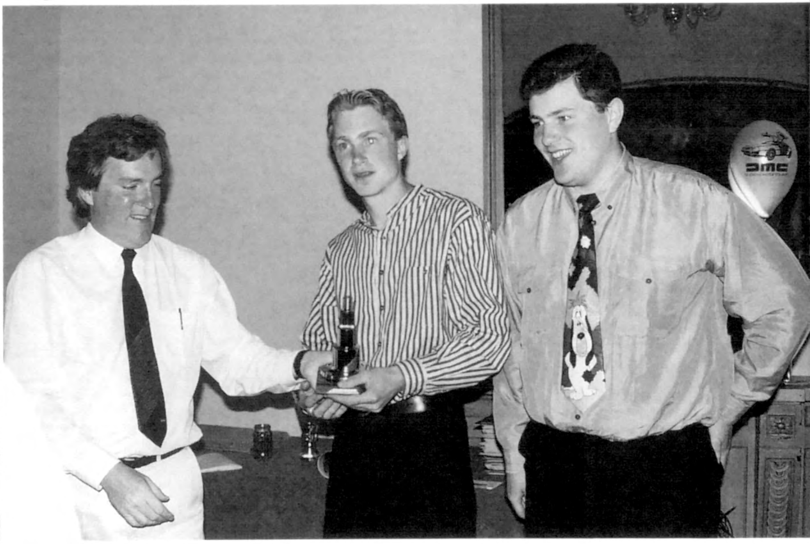
Sunday and the visit to the Ulster Folk and Transport museum in Cultra to see the original Guigiaro mock-up. The new transport galleries also offered DeLorean delights with an early chassis and the road test car (VIN 514). With that Eurofest was gradually drawing to a close. This must have been the best weather, the best company, and the best European event so far. Don't take my word for it, ask anyone who came. Thanks to John and Joan Truscott for making it all possible, remember ONLY the DeLorean Owner's Association can run such an event. See ya next time, probably in the next millennium.

The DeLorean Owner's Association wish to acknowledge the generous hospitality of the Northern Ireland Tourist Board during Eurofest.









Top: 7-car formation at Tyrone Crystal. Above: John Truscott and Tyrone employee supervising his crystal cutting.

Top left: Stephen Wynne, Texas. Top right: At the Thursday reception, Robert Lamrock (standing), Northern Ireland, with Bill Shorten, former DeLorean manager and Alvin Maier, Maryland. Above: Friday morning bus trip to Tyrone Crystal.

Top: Robert Lamrock presenting a crystal chalice to David Howarth to mark his dedication and contributions over the past years. Top right: Elaine and John Pearson, New York. Above: Robert Lamrock presenting an award to Claus and Brigitte Wolfel from Germany who had driven the furthest to get to Eurofest.

Top: Afternoon car show. Middle: The Shimohara family from Japan travelled the furthest to get to Eurofest. Above: People's choice award presentation to Dermot Kelly and Michael Guy, Dublin.

RUST NEVER SLEEPS, PART III

...continued from page 17

having a DeLorean that I could take apart would help in the eventual rebuild of my car. The totaled car became very valuable because it allowed us to work with a DeLorean frame prior to disassembling my original DeLorean.

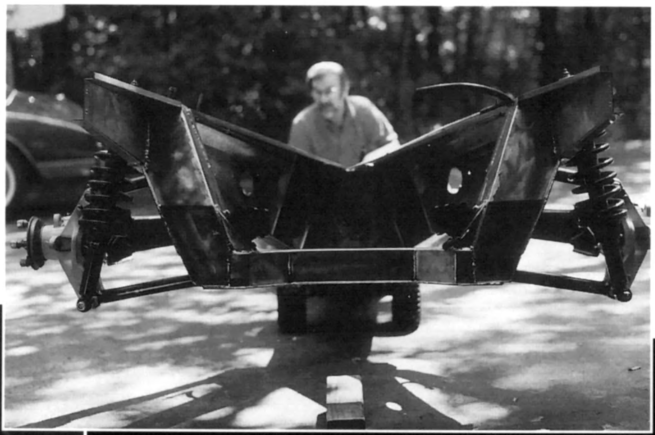
My father worked many uncounted hours in the evenings and weekends to create a complete set of drawings for the frame. The only way to construct a replacement frame without the original dies was to build the frame in sections. By January 1994, the drawings were completed, including some much-needed improvements over the original frame. The plans were then turned over to American Metal Fabricators in Lombard, IL. American Metals cut and pressed the stainless to very tight tolerances based on my father's designs.

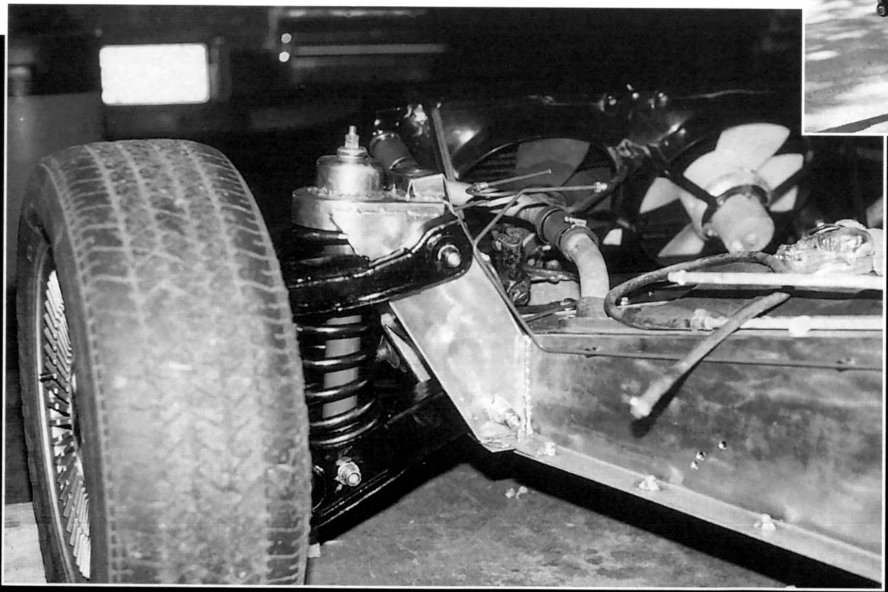
Jigs and fixtures were constructed to properly assemble and weld the new stainless sections together. By the time of the 1994 DeLorean Owner's Association Expo we had the prototype frame about 90% completed. We decided to display this frame at the 1994 Expo in Williamsburg. After receiving some very positive feedback and a couple of suggestions about the rebuild, we returned home and began planning the rebuild process with David Donaldson.

We planned to lift the top of the DeLorean from its frame on the weekend of July 4th. Aside from the steering, electrical connections, brakes and clutch, the only things holding the fiberglass underbody to the steel frame were ten bolts; two in the trunk, four in the interior under the center console, and four in the engine compartment.

The weekend arrived and all connections between the fiberglass body and the frame were disconnected. The fun part of this project was lifting the top of the DeLorean off the car while keeping it level to avoid breaking the windshield. Believe me, without a lift this was a difficult task. We used two floor jacks on each side of the car. The top of the car was jacked to the maximum extension of the jacks' range simultaneously on both sides of the car. At this point, we blocked the DeLorean body, lowered the jacks, and then blocked the jacks to get more range. This was repeated several times as the body of the car was lifted off the frame.

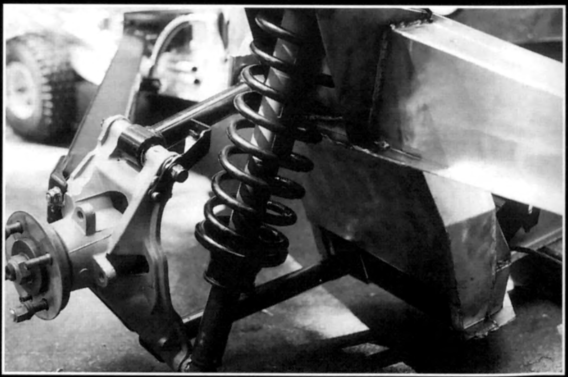
After lifting the body off the frame, we were all amazed at the condition of the frame in areas that could not be seen under normal examination. Many trouble spots were revealed around the trailing arms bolt mounting points, and in the sections surrounding the engine. Next we began the process of deciding which original parts of the car would be kept and which needed to be replaced. It seemed to make a lot of sense to replace those items that a mechanic would not have access to under normal conditions.





Above: A view of the DeLorean frame from the back with only the rear suspension.

Top: The driver's side rear shock tower with suspension.



Above: The driver's side front shock tower during the rebuild process.

subject: **DELOREAN**

FRAME

RUST

By September 1994 the car was back in driving condition. With all but the interior replaced, I took the car to a local dealer to have it placed on a computerized alignment machine. The results were excellent. We came within tolerances for all the alignment specifications. So, after some more work on the interior, the car was placed back in service at 54,000 miles.

The feeling of driving my car again was wonderful. One of the first things that I did was to sell the car I had been driving while my DeLorean had been out of service.

Fast forward to April 1997. The new frame has over 35,000 miles on it and has been through three Chicago winters without any frame trouble. My only regret is that it has taken me over two years to get this article written. I feel that the stainless steel frame solution is the best for owners who want to keep their DeLoreans in top shape while having security in knowing that the car is safe to drive. It is truly the only permanent solution to a problem that never sleeps.

Please feel free to contact Pearce Design Components (address and phone number below) with any questions you may have about this project:

Editors Note:
The frame change-out cost was between $18,000 and $19,000, including the engineering cost along with templates plus parts that needed to be replaced due to rust damage. Bryan Pearce advises that frames will be available from Pearce Design Components, 159 East North Ave., #318, Glendale Heights, IL 60139, Tel: (630) 293-0945.

The finished product in September of 1994.

continued from page 19...

Rising 1,600 feet above San Simeon Bay on the central California coast lies “La Cuesta Encantada” (The Enchanted Hill), so named by publisher, art collector and film pioneer William Randolph Hearst. At the heart of this intricate tapestry of 127 acres of gardens, terraces, pools and guest houses is La Casa Grande, known worldwide as Hearst Castle.

Begun in 1922 with work continuing through the publisher’s death in 1947, Hearst and his architect, Julia Morgan, scoured Europe to purchase furniture, paintings, textiles and architectural elements from palaces through Italy and Spain. Ultimately, the 60,645 square foot, 130 room Mediterranean Revival mansion rose from underground storage vaults to elegant bedrooms located high in the bell towers.

Though four separate day tours are offered year-round, the best is the evening tour during the spring and fall months. Beginning at sunset, docents dressed in clothing of the era appear as Hearst’s guests and domestic staff, recreating life in the late 20’s and 30’s at one of America’s premier estates.

Hearst Castle
San Simeon, CA
(800) 444-4445
Open daily except Thanksgiving, Christmas and New Year’s Day. All tours include a half-mile walk and 150 - 400 stairs. Adults $14, ages 6–12 $8. Evening tours $25, $13 for ages 6–12.

* * *

In Southern California, it’s hard to believe the Huntington Library, Art Collections and Botanical Gardens near Pasadena began as a private residence. Today, as one of the world’s great research centers, it contains 3.1 million manuscripts, 357,000 rare books, 321,000 reference books and thousands of photographs, prints and other materials devoted to the studies in Anglo-American civilization. The art collection is known for its world-famous paintings, and its 15 botanical gardens cover 120 acres.

Henry Huntington made his fortune on the Red Car Trolley system that drew Los Angeles together early in the 20th century. A pragmatist who made touring from the desert to the sea inexpensive for Southern Californians, Huntington’s dream vanished when trolleys were replaced by private autos. Today, as freeways are clogged and mass transit returns, Huntington’s early vision finally has been vindicated.

Between 1909 and 1911, Henry Huntington modeled his home on 18th-century French and English styling. Now housing the Huntington Art Gallery, it contains paintings, furniture, sculpture, tapestries, silver and porcelain from the periods of the French and American revolutions. The Main Gallery includes paintings by Constable, Reynolds, and Van Dyke. There’s also Blue Boy by Gainsborough and Pinkie by Lawrence.

The Huntington Library
1151 Oxford Road
San Marino, CA
(626) 405-2100
Open Tuesday through Sunday. Closed major holidays. Docent-guided and self- guided tours. Voluntary suggested donation: adults $7.50, seniors (65 and older) $6, students and children (from age 12) $4.

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FALL SPECIALS AND NEW ITEMS

DWISP	**DeLorean World Magazine Internet Special.** Complete set of all issues (originals and photo copies) with Tech Notes, Technical Index, and 4 binders **plus 1 year membership or renewal**	$335.00
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DELOREAN MOTOR CAR ITEMS

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002	**Association Baseball Cap. Black,white,gray**	$8.00

ASSOCIATION LOGO ACCESSORIES

043	**Association Giant Umbrella.** 54" gray nylon with black logo. Black shaft and handle	$20.00
031	**Chrome Car Badge**	$12.00
032	**Dash Plaque**	$5.00
033	**Leather Key Ring**	$5.00
018	**Embroidered Patch**	$3.75
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060	**Association Logo Watch** with brown leather band. Brushed Stainless look!	$27.00
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DeLorean Owners Association
Marcie Haug - Products Director
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Glendale, CA 91208
(818) 547-3638 Phone/Fax
Internet: www.delorean-owners.org

Bulletproof
Your Door Power Locks & Windows

LOCKZILLA... The saga continues

Several years ago we introduced an improved line of DeLorean parts that we dubbed "Zilla" electronics. Lockzilla was the first in our Zilla line and has proven to be ultra reliable. To date we haven't experienced a single failure. The original DeLorean door lock module has design flaws that often damage the solenoids that work the power locks.

A faulty door lock module can:

- Temporarily **lock you in** your DeLorean.
- **Drain your battery** after you park and lock.
- Overheat and **damage your solenoids**.

Lockzilla incorporates 90's technology in an all new module specifically designed to eliminate these problems and protect your solenoids. If your solenoids are already damaged we offer stronger reconditioned units that we affectionately call (somewhat tongue in cheek) "Zillanoids"! They are a special kind of "noid" that feature beefier internals and a few other tricks that make them better than new. Combine a pair of these with our Lockzilla module and door lock problems will be a thing of the past.

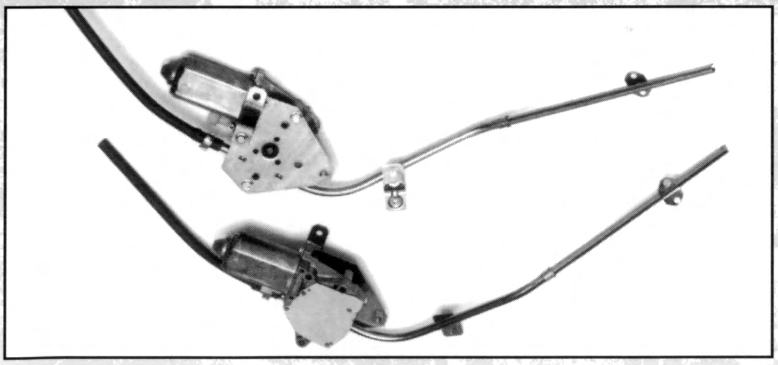
Installation Update!

Because the original door module's plug in connector and terminals are not currently available we previously required a core return to transfer the wire harness from the old module. To avoid this delay we now offer Lockzilla's prewired to quickly crimp to your original harness connector. All you need are a pair of wire strippers and a crimper. Installation takes about 20 minutes. Directions are included. If you prefer to return your core before ordering we can usually supply (stock is limited) a module with the complete factory harness for an extra $25.00. Note: Photograph shows module with complete factory harness.

110421G	**Lockzilla Door Control Module**	**$198.00**
100860R	***R/H Recond. Door Solenoid**	**$110.00**
100861R	***L/H Recond. Door Solenoid**	**$110.00**
111421G	***Lockzilla Kit. Module with solenoids**	**$389.00**
	(five year warranty with complete kit only)	

* Add a $25.00 core charge per solenoid that is refundable upon return.

Heavy Duty Window Regulators



The original DeLorean power window regulators have at least five weak aspects in the design. This has caused a high failure rate of items such as the regulator tube, elbow, cable, gears and even motor. These new style window regulators (includes motor) are much stronger in all of these areas and are the best long term solution to your window motor troubles.

110069G	**Window regulator Set (Pair)**	**$495.00**
110072G	**R/H Window Regulator**	**$295.00**
110073G	**L/H Window Regulator**	**$295.00**

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HOME OF ZILLA™
PERFORMANCE ELECTRONICS

The first thing he said when I picked up the phone was, "This is SCEDT26T2BDO04889!"

Ed Bernstein - DeLorean One

I said, "Gee, you could have fooled me. Your voice sounds just like SCEDT26T2BDO04362".

We get a lot of ribbing over asking new customers for their VIN numbers when they call. But we do it for good reason.

First, different VIN numbers tend to have different problems and they can require different parts and servicing. The VIN number tells us a lot about the personality of a car. So, it saves everyone a lot of time if we have each customer's number on file.

Secondly, some folks like to call on our toll free line and spend a lot of time getting free information because we have a reputation for knowing the answers. But once they get it, they hang up and give the information to their local mechanic.

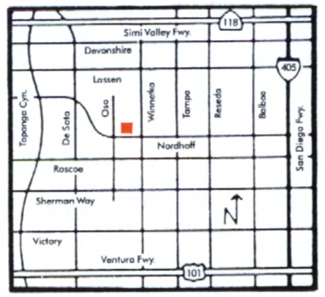
They know they're trying to take advantage of us, so these people won't usually release their VIN number to us.

I'd like to help everyone but we're very busy. I just don't think it's fair to our own customers to spend our time answering everyone else's questions.

Our custom transporter is always on the move.

More and more DeLorean owners across the country are having us pick up their cars in our enclosed transporter so we can bring them in and repair them right.

All DeLorean parts and accessories shipped anywhere in the world.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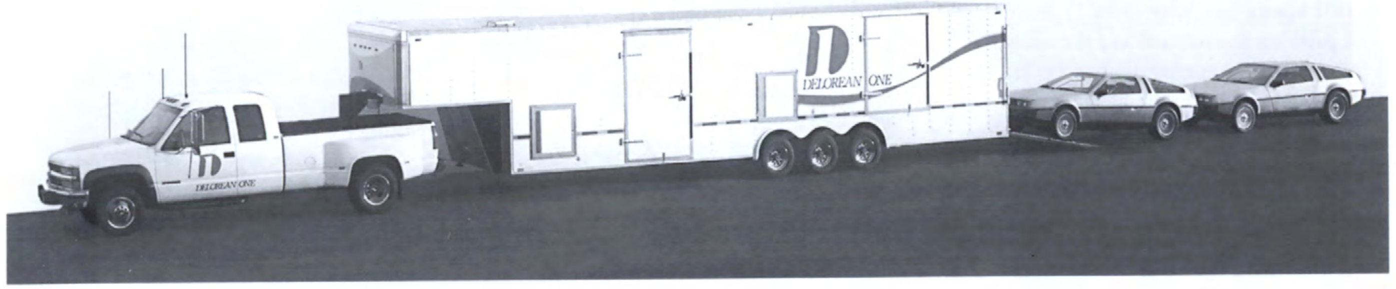
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DELOREAN ONE

Volume 1 DMC Number 3

DMC-HOUSTON NOW OFFERS WORLD'S LARGEST DELOREAN PARTS INVENTORY.

On June 1, 1997, Stephen Wynne of DMC and Marvin and Sue Katz of Kapac announced the transfer of the entire Delorean factory parts inventory in Columbus, Ohio to the ownership and control of Delorean Motor Company of Houston.

Wynne emphasized that the dramatically increased parts inventory will allow DMC to take the repair and restoration of Delorean automobiles to a new and higher level of customer satisfaction. A new plan is in effect to operate and manage this huge store of parts. Said Wynne, "With our new depth of supply, any repair job that a Delorean owner is considering need not be sidelined by concern about parts availability."

But the most bizarre and dramatic chapter of the acquisition story is still unfolding in Columbus. Over and above the known, catalogued parts, lies a vast, dark, dusty, jumbled collection of unmarked parts that somehow slipped through the system years ago. Now, DMC technicians are searching through forgotten piles and wooden boxes, rediscovering "lost" treasures almost daily.

"It's weird. Like an archeologist's dig in a tomb somewhere."

The Kapac warehouse occupies 46,000 square feet, with racks 12 feet tall. The parts are so crowded and the aisles between them so narrow that access to many parts is gained only by climbing over others. Over the years, parts have been consolidated from taking up three floors of the warehouse down to one. During this move, the recorded location of many parts was lost, and so many of these parts have been considered "lost".

Due to this and the generally obscure nature of Delorean parts, no one yet knows the true extent of the inventory. Parts long thought to be extinct lie hidden in the dusty back aisles and corners of the dark warehouse, awaiting rediscovery. Stephen Wynne has taken personal charge of exploring this wilderness to uncover the next pleasant surprises.

"Already, we've found steering wheels, lower ball joints and other original parts. Stay tuned, there'll be more!"

Purchases vast Kapac/Columbus warehouse, then discovers a hidden, forgotten treasure trove of parts long thought extinct.

In the warehouse, body parts are a main feature of the landscape. Doors and quarter panels rise in geological formations. Engines and transmissions rest together in herds on shelves and pallets. Great wooden shipping crates are treasure chests of hose clamps or hardware or who knows what, waiting to reward the opener.

What this means is that parts that were "not available" before, may well have turned up. Customers are encouraged to call DMC or their customary supplier and ask about any part that has been refused them. If it has not reappeared, it may yet. Also, our enhanced parts supply should encourage Delorean owners that repair or restoration jobs once thought impossible, may now be realized.

Here's now our new parts-ordering system works.

Callers will notice differences immediately. The voice on the other end of the Kapac 800 number is not Jane Nebel any more. Calls to both the old Kapac 800 number and to any of DMC's phone numbers ring in the Houston office. Orders are processed and payment arranged through Houston. They are then faxed to Columbus where they are packed and shipped. Most orders can be shipped the same day as they are placed.

The Delorean Parts Warehouse now gives technical support and advice. The staff at DMC are Delorean-literate and can assist callers in determining repair procedures and parts required. DMC specializes in this approach to parts sales.

Credit cards are gladly accepted.

As always, DMC is happy to charge purchases on VISA, MasterCard, Discover, and American Express. There are no limits on size of purchase. Orders from a fuel fitting to an engine have been paid by credit card. Traditional means of payment are also allowed. Prepaid checks, money orders, and cash are accepted. COD shipments can be arranged.

DMC is still in the business of repairing and restoring Delorean automobiles.

Our shop in Houston is full of silver cars in various stages of repair. DMC remains eager to discuss restoration of Deloreans and arrange transportation both car and owner to Houston from any place on the globe.

This activity is now and has been for years the mainstay of Delorean Motor Company, and we are proud of our record of customer satisfaction. There are scores of Delorean owners across the country who are able to drive and enjoy their cars as a direct result of the efforts of DMC in refurbishing them. *(The cars, that is; owners in need of restoration should seek out a plastic surgeon or The Betty Ford Clinic.)*

Quod erat demonstratum, deloreanum.

It is logical to follow activity which puts a car on the road with that which keeps it there. Here, DMC is not wanting. In our continuing program to project the name and the image of the Delorean marque before the public eye, we have learned that no technique is so effective as the sight of a real Delorean cruising the streets.

To increase the frequency of this experience, DMC emphasizes the importance of periodic and occasional maintenance. Hoses spring leaks, belts break, bearings wear out, fuses blow, and replacement items of all sorts reach the end of their service life.

New regional service centers for Deloreans.

While DMC derives fun and profit from performing these sorts of repairs, it is unreasonable to suppose that an owner in the Midwest, say, will be willing to stand the expense and trouble of sending his car to Houston for an oil change or brake job. To address this problem, DMC is instituting a program to establish dedicated service centers in areas of the country that are not convenient to the major restoration centers.

The first of these, we are proud to announce, is the The Jag Shop, in Pompano Beach, Florida. The Jag Shop is owned and operated by David Wynne, Stephen's nephew. David was trained on Deloreans by Stephen at the Houston Shop. The Jag Shop will enjoy the full material and technical support of DMC on Delorean repairs. Owners in South Florida and nearby locations are encouraged to contact David Wynne at The Jag Shop, 1150 SW 10th Avenue, Pompano Beach FL 33069 Tel 954/783-5247.

Kits! Kits! Kits! Glow in the dark!

Does your car run good but look bad? Now you can match performance and appearance with the lens and light kit. Most unrestored cars will have rust on the base of the headlight reflectors - look at yours. This corrosion will obviously affect the brightness of the headlight. Taillights will often have faded and the side markers will have cracked and gaskets gone. Renew all with factory originals in the DMC kit. Beauty and safety in the same package!

DMC lens and light kit.

101315	Headlamp, high beam	2x11.25	$ 22.50
101316	Headlamp, low beam	2x11.25	22.50
108057	Turn signal/parking lens	2x55.25	110.50
100788	Side marker lends, front, orange	2x25.60	51.20
100790	Side marker lens, rear, red	2x25.60	51.20
108138	Gasket, side marker	4x 5.20	20.80
100438	Bulb and light assy, lic plate	2x23.74	47.88
108358	Taillight lens, right		114.29
108359	Taillight lens, left		114.29
114108	Exterior lens and light kit		
	(Discount Package Price for all of the above)		**$397.50**

DMC exterior molding kit.

One telling feature of a well-used Delorean is the condition of the side moldings. The rubstrips are often peeling off or gone; broken, faded, discoloured or misplaced. Now you can greatly enhance the appearance of your car in one afternoon, with a DMC exterior molding kit and a roll of double-faced tape.

101742	Rubstrip, common end	4x20.65	$ 82.60
100636	Rubstrip, front fender, right		29.50
100637	Rubstrip, front fender, left		29.50
100638	Rubstrip, rear fender, right		46.85
100639	Rubstrip, rear fender, left		46.85
100640	Rubstrip, right door, front		88.89
100641	Rubstrip, left door, front		88.89
100642	Rubstrip, right door, rear		29.50
100643	Rubstrip, left door, rear		29.50
100644	Rubstrip, right quarter, front		36.91
100645	Rubstrip, left quarter, front		36.91
100646	Rubstrip, right quarter, rear		35.50
100647	Rubstrip, left quarter, rear		35.50
114109	Complete exterior body molding kit		
	(Discount Package Price for all of the above)		**$397.50**

Rediscovered! Factory original cleaning supplies.

A4000111	Cleaner-sealer (pint)	$ 15.81
A4000121	Shampoo, stainless	15.60
A4000131	Leather/vinyl cleaner	18.50
DP10106	Blending pad	3.85
DP10108	Stainless polish, aerosol	10.85

Replace these yourself. Look good, sound good!
Factory original audio system replacement components.

100441	Craig AM-FM Cassette/Radio	$275.00
100794	Craig Front Speakers (pair)	29.69
100795	Craig Rear Speakers (pair)	73.34
110688	ASI Front Speakers (pair)	29.69
110680	ASI Rear Speakers (pair)	73.34

OK, how much is a Delorean worth?

Stephen drives a different Delorean nearly every day, travelling and road testing. And every one needs gasoline when he gets into it. Consequently, curious strangers at the gas station ask about the identification and worth of "his" car on a daily basis. Seeing the opportunity to do a continuing survey of consumers' perceived values, he has refined his reponse to questions like "How much is it worth?" to, "What does it look like to you?" *Invariably, the answer is in the range of $50,000 or more.*

He agrees, as would any true Delorean owner. But as he and the envious gawker inspect the expensive exotic, his trained eye often picks up stuff that would not be seen on a high-dollar collectible. Most obvious are dull lenses and accent strips. So, DMC is offering a selection of kits, listed below, to help owners bring appearance into line with perceived value.

And while we're on the subject ...

After having seen and driven so many Deloreans touted as "low mileage", "original", or even "unregistered" - and been deeply disappointed at each experience - DMC has decided to prepare an original, factory-fresh Delorean.

We intend to take a black-interior car with an automatic transmission and give it a new suspension, interior, brakes and stainless as needed. Also, it will feature new wheels and tires and an improved and updated sound system. All new switches and controls will be fitted.

Naturally, all of the required Delorean upgrades will be done, i.e., relays, hoses, radiator, fuel pump, alternator, inertia switch, window regulators, door lock solenoids, trailing arm bolts, and safety recalls. *For sale in the winter of 1997. Price upon application. Value will now match appearance.*

DMC

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CARCOON

A car cover system worthy of a DeLorean.

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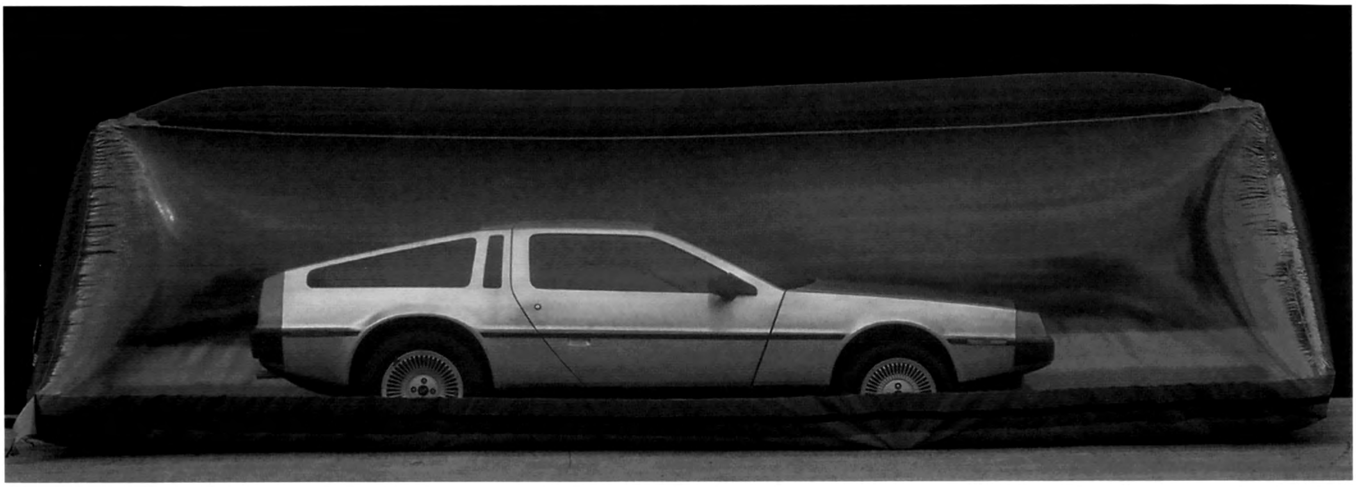

The Carcoon® Airflow System:

- Protects AND eliminates problems that accompany conventional car covers
- Utilizes a top quality, long-lasting transparent cover material that allows you to see and enjoy your De Lorean even while it's fully protected.
- Operation is based on a continuous air flow that
  - –provides a barrier against accidental scratches or dents
  - –eliminates musty smells from stale air
  - –prevents condensation
  - –blocks dust buildup
  - –dries wet cars
  - –stops rust

Energy efficient low-voltage fans and filters maintain the continuous fresh air flow over and through the stored vehicle — removing any moisture and sustaining the fresh air environment. Designed for indoor use only.
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Fun Accessories Befitting a De Lorean Driver

Excellent suggestions for year-round gifts!

ONLY THE BEST LOGO APPAREL WILL DO!

DRIVING CAPS $17.95
Exceptional quality gray wool baseball-style cap with a black bill, with the famous De Lorean silhouette and DMC in black embroidery.

DRIVING SHIRTS $32.95
A famous brand 2-button Polo-style shirt (made in America) of 100% cotton pique with notched sides and finished collar, cuffs and hems. Ash (light gray) with the embroidered DMC logo and the famous De Lorean silhouette. M, L & XL

MUG $6.95
White marbleized top quality mug with logo.

SWEAT SHIRTS $36.95
Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester. Double stitched, banded bottom. Charcoal embroidered on front and back. L & XL

BOXER SHORTS $14.95
White, unisex shorts with continual, alternating patterns of DMC and De Lorean silhouette. M, L, XL

T-SHIRTS $15.95
100% cotton, famous name brand short sleeved shirts with DMC/De Lorean Motor Company on the front left and the De Lorean silhouette on the back. L & XL

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The worldwide organization of *Back to the Future™* enthusiasts of the three blockbuster films and the simulator rides, the cast & crew of the film series, and the DeLorean time machine vehicle. Membership is only $20.00 per year U.S. ($25.00 everywhere else), and includes four large issues of our ***Hill Valley Telegraph*** glossy newsmagazine, a free membership kit, free classified ads, and *BTTF*/DMC memorabilia information. Please make checks or money orders payable in U.S. funds to *Back to the Future™...The Fan Club*. For more information, contact:

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DELOREAN WORLD MAGAZINES - Vol. 1 - #1 thru Vol. 11 - #4. 41 Magazines perfect condition, $150.00 plus shipping. Arnie Brandon, 12839 SE 45th Pl., Bellevue, WA 98006-2031; 206/746-6132.

ASSOCIATION CAR COAT for $35.00. Our popular stone-washed canvas coat is roomy and comfortable with friendly broken-in feel. Great layered for the cool Fall Days. Sage color with embroidered Association logo. DeLorean Owners Association, 1617 Del Valle Avenue, Glendale, CA 91208. Phone/FAX: 818-547-3638

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Tee Shirts - Children's (2-4, 6-8, 10-12, 14-16) White: Adults (S, M, L, XL, XXL) White. **NOT JUST A CAR** printed above picture of DeLorean (Turbo Manifold Ad) and **A DREAM** beneath. $12.00 ea. includes shipping in USA. Turbo Manifold Co., 841 Worcester Rd., Suite 304, Natick, MA 01760 (800) 449-1248.

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102

104

103

Meet our brand new line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

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There's no hotter collectible today than plates.

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The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

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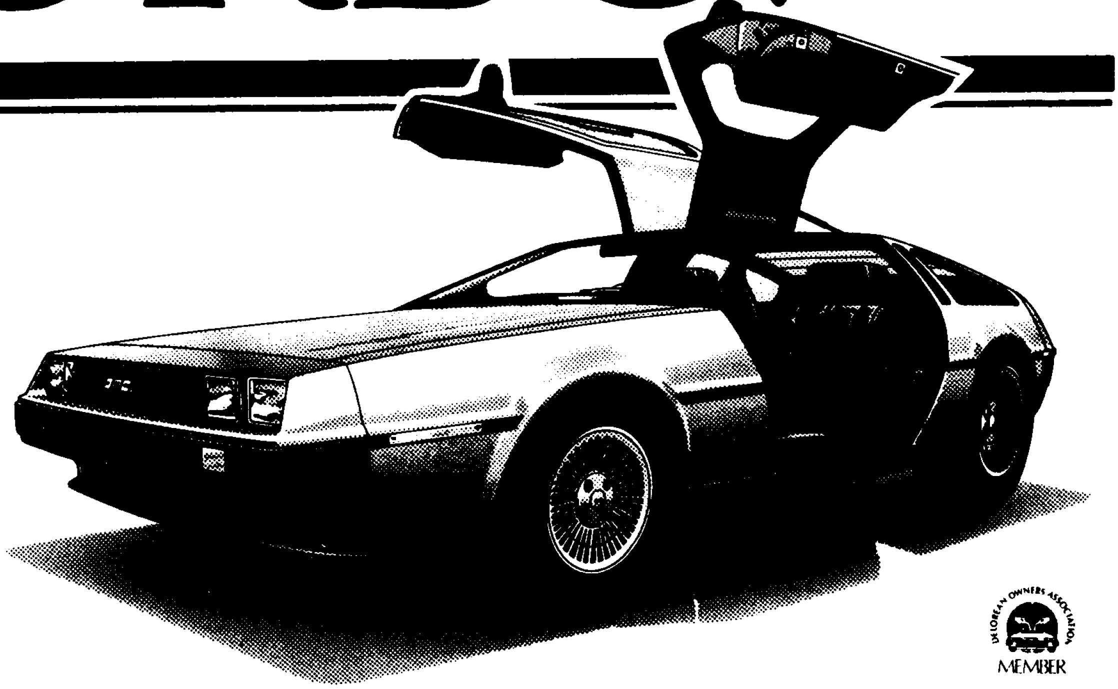

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JUMP LEAD STARTING
PICK-UP POST for jump lead starting
NEGATIVE GROUND
IMPORTANT See owners handbook for SAFETY instructions

INTEGUMENT

EXACT DUPLICATE OF THE FACTORY ORIGINAL
EVEN THE FIT IS TERRIBLE!

Located in the right hand corner of the engine compartment, the integument protects the coil and a lot of other electronic connections. These sensitive areas need to remain clean, dry and protected from corrosive elements which can affect the overall operation of your DeLorean.

Look at yours now........ Is the JUMP LEAD STARTING label in place and in good condition? Remove the cover and check the condition of the wires and connections beneath it.

Is the cover brittle, cracked or chipped? If it is, get a new one.

Re-install it. Surprised how badly it fits? Are you discovering words in your vocabulary you didn't think you knew?

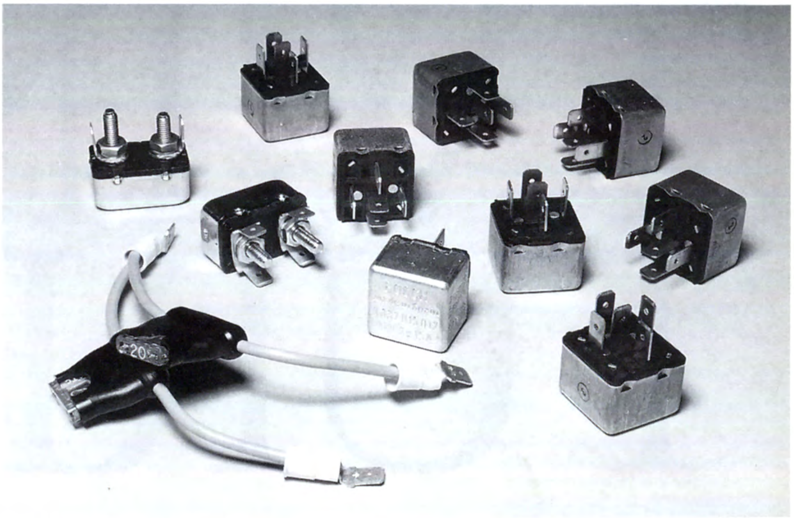
We've installed 100's of these in the past 11 years and haven't found a perfect fit yet. If you're not happy with the protection your existing cover is providing and it's not as flexible as it should be, order one of our new ones.

We absolutely guarantee that it won't fit any worse than the factory original (and probably a whole lot better).

D606905 INTEGUMENT..**$89.67**
(including DZUS fastener, latch and label) shipping 9.90

HAMSTERS SHOULD NOT MAKE RELAYS

HAD THE DELOREAN MOTOR COMPANY CONTINUED TO PRODUCE CARS, THIS WOULD HAVE BEEN ONE OF THE FIRST CHANGES THEY WOULD HAVE MADE. THE RELAYS REALLY SHOULD HAVE BEEN UPGRADED IN QUALITY.



We've been told that DMC was able to purchase a freighter load of these little electronic relays at a really great price from a company called HAMCO located in the Canary Islands. The firm had actually trained hamsters to assemble the tiny relays. Of course, wages were minimal and the quality control was spotty, at best.

So, thanks to HAMCO, fans failed, locks were lousy, air conditioners were awful and circuit breakers broke.

Our clear, concise instructions will permit even the most inexperienced individual the opportunity to complete the change-over in less than an hour. Simply unplug the old and plug-in the new! Just a little effort on your part may save you hundreds of dollars in needless repairs and cure some of those nagging problems you've been experiencing.

D100168 COMPLETE SET...............................**$218.73**
shipping 9.90

Set Includes:

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